

THE INTERNATIONAL  
**Teamster**  
DEDICATED TO SERVICE

MAY 1956

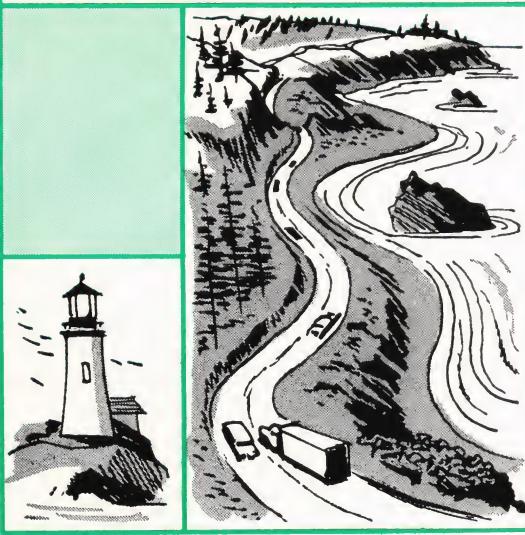
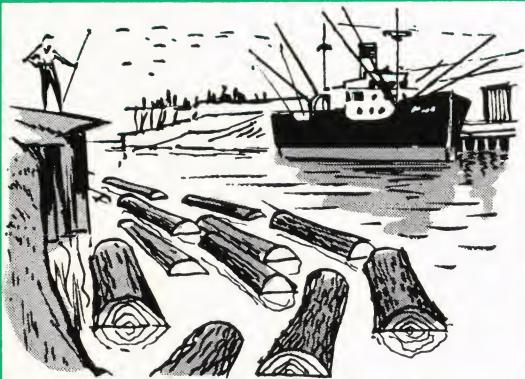
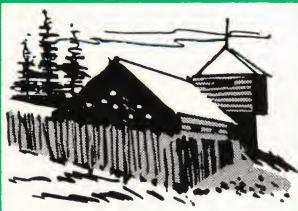
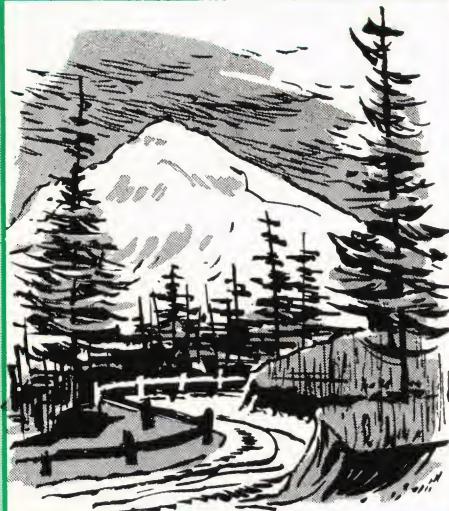
**NATIONAL  
TRADE DIVISIONS  
CONFERENCE**



**MAY  
15-16-17**  
• **PALMER  
HOUSE  
•  
CHICAGO  
ILLINOIS**

**These National Trade Division meetings will discuss problems of great importance to the International Union. All local unions, joint councils and area conferences are urged to send full representation.**

# teamsters salute



# OREGON

ONE of the most startlingly beautiful states of the nation, with breathtaking vistas of mountain splendor, is Oregon. This progressive northwestern state is justly proud of the leadership it has achieved in industry and in making its government a direct concern of the common people.

Claimed from Spain in 1775, settled by John Jacob Astor's fur company in 1811, this state, ranking ninth in size, became a territory in 1849 and achieved statehood in 1859. Its constitution gives it one of the most democratic of governments with extensive use of the initiative, referendum and recall.

Transportation is important and road transportation plays a major part in the industry. Almost 10 per cent of the employed males are engaged in transporting the products and supplying services to the state which has the largest area of standing timber in the nation, and from which magnificent forests the largest annual cut of around eight billion board feet is derived. In addition to lumbering, Oregon is justly proud of its crops of wheat, oats, barley, potatoes, pears, apples, beef cattle and fish, of which salmon and tuna and shad are the major types. Canneries, many of which are organized by The International, are a considerable factor in the economic life. The state numbers 21 local unions of Teamsters covering every conceivable service and industry.

Commerce flows over 7,320 miles of state highways and 32,566 miles of county roads, from which, also, the beauties of the "Beaver State" can be seen. Principal natural wonders are 11,245-foot-high Mount Hood, the state's tallest; Crater Lake, nestled over 6,000 feet in the mountains; Snake River Canyon with its mile-high almost-vertical walls and magnificent Bonneville Dam.

Oregon's climate is a study in contrasts: The annual rainfall varies from 130 to 8 inches; temperature extremes from a west coast mild to eastern extremes of minus 54 and 119 degrees and snowfalls range from an average one inch on the 429-mile coastline to a whopping 465 inches in the mountains.

Thus we salute the 1,521,341 busy, prosperous and ambitious people of Oregon, the gem of the Columbia River area.



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**THE INTERNATIONAL  
Teamster**



**DAVE BECK** **Editor**

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# Letter from General President **DAVE BECK**

**D**URING the past few weeks there has been an increasing volume of comment and publicity given to the working agreements being developed between the International Brotherhood of Teamsters and other organizations. What seems to me an inordinate amount of publicity—much of it distorted and inaccurate—had been directed at the pact between the Teamsters' Conference and an independent union, the International Longshoremen's Association.

This publicity has been particularly heavy since our recent General Executive Board meeting during which we discussed this mutual aid matter. To keep the record straight I would like to make some observations growing out of our meeting.

During our Board meeting I made a proposal to the Board and this was unanimously accepted. Herewith is the text of my recommendation which was considered and approved without a dissenting vote:

"I herewith request the General Executive Board to place in the hands of the General President full confidence in the handling of the Longshore situation. I have a meeting scheduled with President Meany early in April and I am hopeful we will reach a mutual solution. I requested the Central, Eastern and Southern Conferences to withhold their contemplated loan to the Longshoremen. I am informed by the three Conferences this procedure will be followed. (It was concurred in.) I am of the opinion that the Longshoremen can find a solution to their financial situation through other procedure than a loan from any of our conferences.

"I will personally direct at New York, Minneapolis and any other city where needed, the establishment of procedure to guarantee clean, honorable trade union conduct. I personally will appoint staff personnel and accept the complete responsibility of their efficiency and progress. I will make available all funds necessary to establish regional headquarters and develop the avenues of organizing procedure. I will utilize as my judgment dictates any and all personnel needed from every available source. I will give this work every possible attention. I am positive I will receive every assistance I ask for from those I call upon in this program. My goal shall be 250,000 new members. Every Vice President, organizer and staff member will work under my personal supervision."

Although this statement and proposal as submitted speaks for itself, I would like to add some observations which spell out my administrative policy and philosophy which has been consistent and unchanging since I was honored by election to the general presidency.

I have always felt that wise and efficient policy dictates a program of decentralization. I have undertaken to decentralize, assigning field responsibilities to the various international vice presidents and have sought to decentralize field work from the International office in the form of coordination programs through Teamster area conferences. I am sure this program is sound and trust nothing will occur to interfere with its continuance.

I have always believed that area conferences have rights in entering into pacts or agreements with groups of other organized working people with whom the Teamster conferences must work and get along. More is involved in the right to enter into pacts than simply the question of whether some individuals may like or dislike the organization with which conferences may be entering into agreements.

As General President I have sought to decentralize for effective operations and I have always defended the rights of conferences to use the procedure of entering into mutual aid pacts. I took the same position on this question when the Western Conference of Teamsters elected on its own volition, to enter into a mutual aid and assistance pact with the Mine, Mill & Smelter Workers International Union (Independent) as I took when the Central, Southern and Eastern Conferences of Teamsters stated that it was necessary to protect their jurisdiction and to assist in organizing to enter into a similar pact with the International Longshoremen's Association (Ind.)

When the matter of the three conferences—Central, Eastern and Southern—entering into a pact with the ILA came up, it was considered by the General Executive Board and authority vested in a Committee of Vice Presidents, representing all four areas of the country who met with ILA representatives in Chicago. The proposed pact was approved.

In a similar manner, let's look at the same situation which prevailed when the Western Conference of Teamsters desired to enter into a pact with the Mine, Mill & Smelter Workers. The three other conferences—Central, Southern and Eastern—concluded that they did not desire to become signatories to the pact. They raised no objection, however, to its being signed by the Western Conference of Teamsters if, in their judgment, it was essential to their progress.

I most emphatically deplore the undue attention and publicity which have been given to this matter of mutual aid pacts, particularly when, in my opinion, much of what has been written and said about this matter is purposely slanted and distorted. This creates dissension and confusion and reacts to the great advantage of our enemies.

I am convinced that, regardless of differences which may arise from time to time among individuals of the International Union, that every officer and those representing the International will stand together in any attack made on the International Union from within or without the labor movement.

My first obligation is to protect the rights and interests of the Interna-

tional Brotherhood of Teamsters—to protect its autonomy and its rights as an international union and to strengthen the position of its officers and to guarantee to joint councils and local unions their full and complete autonomy as set forth in our International Constitution. The conferences are primarily organizing arms of the International Union and only exist and function under our Constitution by approval of our General Executive Board.

Events of recent months convince me more firmly than ever that the original purpose of establishing the conferences for organizing and to develop a closer bond of understanding was a sound one. This conference structure enables our local union and joint council and area officers to represent effectively our members within their own local, joint council or conference areas. The conference method is an instrumentality for organizing on a wide geographic scale and for tying together the many activities of the conference in an endeavor to make this a stronger and more effectively organizing International Union.

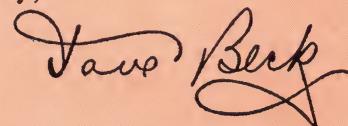
By the conference structure and procedure which we have developed and are developing to a high degree within the International I sincerely hope that we can completely eliminate the idea that we have "Eastern" Teamsters, "Western" Teamsters, "Southern" Teamsters or "Central States" Teamsters. I hope that we can be *Teamsters*—Teamsters without geographic or other limitations with a hope and willingness to work all for the common advancement and I hope that our Teamsters working for the common good can make our four area conferences four strong functioning teams whose purpose is to build a stronger and more unified International Brotherhood of Teamsters.

The so-called "State Right to Work" advocates are working in close harmony with many of the large metropolitan newspapers. The climate is being created for the public that unions are synonymous with racketeering. It should not be too difficult to understand their selfish motives. The general charge of racketeering has been made against our organizations and their leadership in many cities, including New York, Minneapolis and, just as we go to press, in Portland, Oreg. Convictions have been obtained in Minneapolis and the individuals have filed their appeal.

I want to again reiterate that I will not in the slightest degree condone racketeering in whatever form it may appear. It must necessarily follow, however, that any of our representatives, whether it be in New York, Minneapolis, Portland, or in any other city, shall not be denied their right to defend themselves and to exercise their legal remedies of appeal.

The leadership within our International Union must not allow itself to become divided on this very fundamental question of the right to appeal. Public statements inadvisably made or intemperate as to content could very easily do a great injustice to some individual falsely accused.

Fraternally,

A handwritten signature in black ink, appearing to read "Dave Beck".

General President.

## *A Management Man Gives Some Good Advice on How to Promote Union-Management Cooperation*

### **SOUND TALK ON LABOR RELATIONS**

ONE of the first steps toward building a basis for union-management cooperation is extending "unreserved recognition to the collective bargaining agent representing employees."

"This means more than just going through the motions. It means a genuine and wholesome desire to fully accept the union as the spokesman for the employees on matters of wages, hours and working conditions."

This sound advice comes not from a union spokesman, but from Herbert O. Eby, who is general labor relations director for the Pittsburgh Plate Glass Co.

Mr. Eby has a lot more advice for employers sincerely interested in developing union-management teamwork. The sensible formula he has recommended to employer associations in California, Ohio and Michigan now has been given a wider circulation through the pages of *Personnel Journal*.

Here are some of Mr. Eby's recommendations, with excerpts from his comprehensive text:

**Proper Handling of Grievances.** One of the main functions of a union is to provide employees with the opportunity to "speak up" and to have their problems resolved by union representatives who will present the grievances to management in the best possible light. Therefore, management should avoid being critical of employees or union representatives who press for favorable settle-

ments. Management should also avoid blindly supporting the decisions of supervisors where uncontrollable facts favor the employee.

**Avoid Competing for Employees' Loyalty.** Competition with a union for the support of employees invariably leads to unstable labor relations. . . . To (the employee) the company means one thing and the union another. The employee feels that he can be loyal to both quite handily. . . . Management makes a mistake if it fails to recognize these distinctions. . . . Instead, management should endeavor to make the employee proud of both his union and his company.

**Cooperate on Communications.** Management should work with, not around, the union in the field of employee information. Permanent impairment of good labor relations may result from trying to out-race or out-maneuver the union in getting a message across to employees.

**Recognize That a Union Is a Political Organization.** . . . management should not be any more critical of "union politics" than they are of "government politics," "company politics," "church politics," "country-club politics," or "school-board politics." We acquiesce in that kind of politics, but when it is carried over to the union side, we tend to think it is iniquitous.

**Separate Areas of Conflict from Areas of No Conflict.** . . . such matters as suggestion committees, safety

programs, good housekeeping, social activities, community chest drives, absenteeism, annual picnics and open-house affairs basically do not involve a conflict of interest. . . . The fear, expressed by some, that if you give the union an inch it will take a yard, has practically no support. All major unions have repeatedly stated that the responsibility to manage rests solely upon management.

**Management Calm During Crises.** Some management representatives have a tendency during a dispute with the union to become irrational, frustrated and boisterous. They blame their problems on the "union." They lightly overlook the fact that long before unions, mankind was feuding. The world has witnessed an unbroken succession of wars. . . . We can't even keep peace in our homes. But somehow, we take all these disappointments in stride. Isn't it time that management also takes labor disappointments in stride?

Mr. Eby concludes his advice with these words:

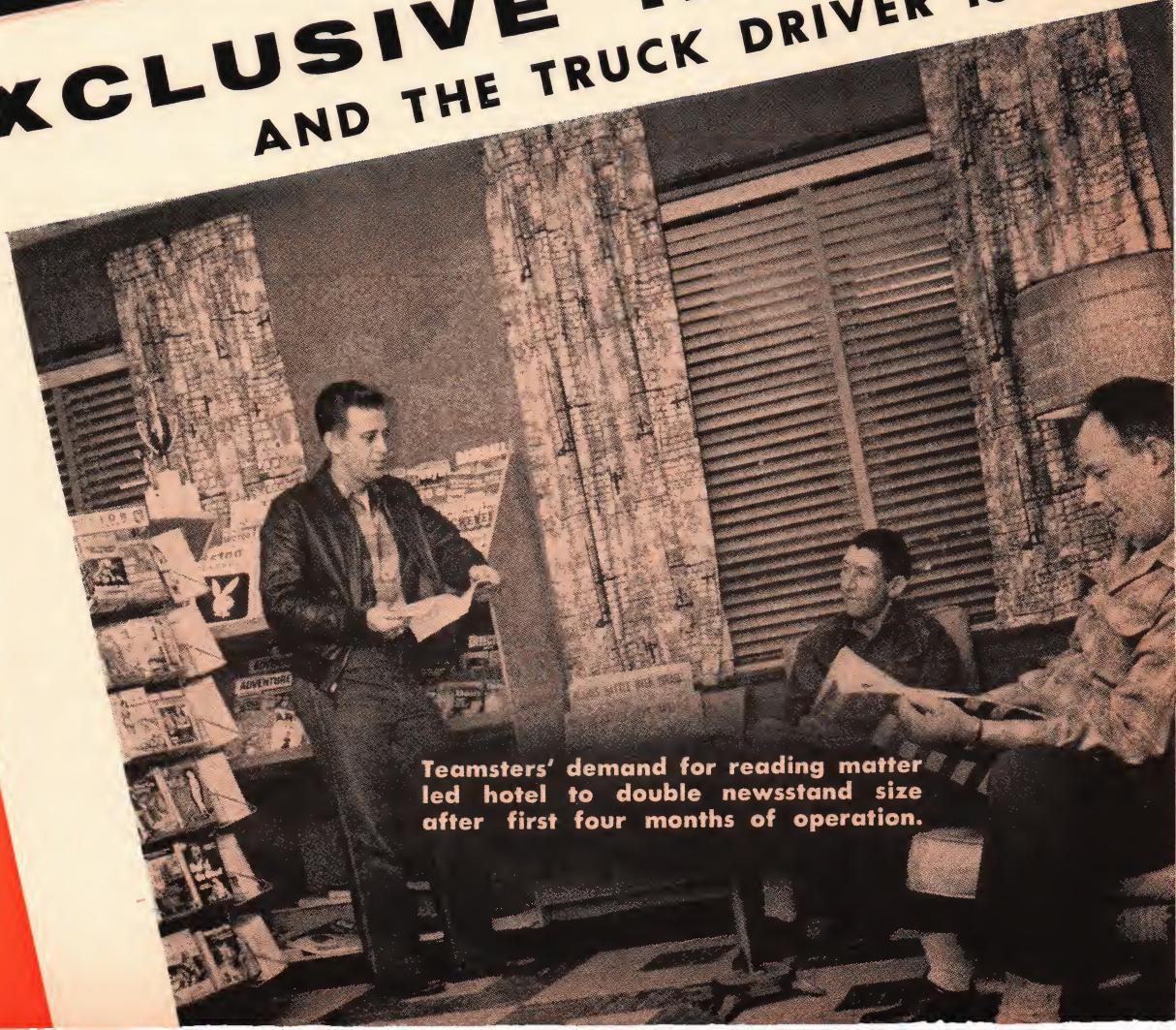
"Labor and management are natural partners in a democratic industrial economy. It takes both —pulling together—to obtain maximum success.

"This combination of management and manpower coupled with money, materials and machinery, has produced for all of us the highest standard of living in the world. Management must never falter or deviate from its responsibilities because its employees choose union representation. Instead, management should afford a union every opportunity to demonstrate that it can be both constructive and responsible. Here, there is a potential of the biggest bargain management can ever gain from collective bargaining. Here, there is a challenge that holds the promise of far-reaching rewards."

Mr. Eby's thoughtful and constructive remarks make a fine contribution to the never-ending effort to build a better understanding between unions and employers—an effort which the Teamsters Union is keenly interested in advancing.

MOTOR  
WORLD  
HOTEL

AN EXCLUSIVE HOTEL . . .  
AND THE TRUCK DRIVER IS KING



Teamsters' demand for reading matter  
led hotel to double newsstand size  
after first four months of operation.

# Motor World Hotel in Chicago Is Tailored To Meet the Needs of Men in Trucking Industry; Do Truckers Like It? Step in and See!

**T**OM COON kicked off his high Western-style shoes as he entered the room and plopped down on the bed with a relaxed sigh. The tension of the long haul from Sioux City, Iowa, was eased by what he saw. Coon waved toward the quiet beige walls, the glistening mirror above the ample wash stand, the neat, flowered drapes and said to his partner, Don Struble on the Chicago run for the Sioux City Dressed Beef Company:

"Man, this is living!"

That's the word getting around about the Motor World Hotel in the Local 383 hall in Sioux City and wherever over-the-road men meet. Coon and Struble were on their first stop at the Motor World.

Their reaction?

"There should be something like this in every truck town in the country."

## Unanimous Opinion

And that's the vote of every Teamster who has stayed at the Motor World since it opened last December.

Located in the heart of one of the world's most active trucking areas, Motor World is handy to most main highways which 23,000 trucks use each day coming into Chicago. The big names of the motor transport industry have their terminals within minutes of the only hotel in the world designed exclusively for drivers and executives in the trucking industry.

Now the Teamster contract doesn't require that lodgings be equipped with three kinds of soap, tiled showers, air conditioning, light proof window blinds for daytime sleeping, but you can credit the organization for a hand in these attractions offered by the Motor World.

Fred F. Kean, who manages the hotel, said he got many ideas of what drivers wanted in the way of comfort by interviewing union officers. "The organization men hear the beefs about accommodations," Kean said. "We want to meet every need of the men—and we'll make any change necessary to add to their comfort."

The over-the-road Teamster agreement says: "Comfortable, sanitary lodging shall be furnished by the employer in all cases where an employe is required to take a rest period away from his home terminal. Comfortable and sanitary lodging shall mean a room with not more than two beds in it and not more than two drivers sleeping in the room at the same time . . . with janitor service, clean sheets, pillow cases, blankets, hot and cold running water, good ventilation and easy access to clean, sanitary toilet facilities in the building.

Does Motor World meet these standards?

There are 150 single rooms on the three upper floors of the four-story building, on a lot 317 by 250 feet, thus allowing plenty of space for parking tractors. Four bathrooms on each floor all have three showers and a footbath. The first floor has the recreation area, lobby, dining rooms, space for meetings, and a shopping center for the driver who needs attention from a barber or wants to bring home a gift for the family.

## Completely Fireproofed

The building is completely fireproofed, with no wood in any of the sleeping rooms. Rubber-based carpets and fiberglass ceilings in halls eliminate noise. Don Nothdruft, Local 710 veteran of 1½ million miles, said: "This is important, since many of us have to sleep in the daytime. Drivers are pulling in at all hours, so we need a quiet place that

lets us get enough rest before we go back to our home terminals."

Richard Sordillo, member of Boston, Mass., Local 379, who drives for Chicago Express, Inc., was in the Motor World barber shop getting spruced up for the upcoming birthday of his wife, Laura.

"I used to stay in private homes in Chicago between runs before the Motor World opened up," Sordillo said. "The people were nice, but there were problems. We never knew just when we'd get in, so we'd feel guilty about waking up the family. Then, if any of the youngsters in the house was sick, I'd be afraid I'd bring home the illness to my two youngsters (Richard A., 8, and Linda, 5½)."

## 'Just Like Home'

Clarence Rainbolt, of Louisville, Ky., Local 89, who has driven what he calls "a couple of million miles" for Huber & Huber in the past 21 years, was on his way to the company's nearby terminal. "I've stayed here since the place opened," the veteran Teamster said. "It's clean, quiet and comfortable—just like home."

Rainbolt's employer reserves rooms in advance for drivers. When the driver checks in, the clerk notes the time of expected departure. When the trailer is loaded for the turn-around trip, the dispatcher phones Motor World. The driver's registration card is pulled out of the rack, and a buzzer is sounded in his room. If there's no response in 15 minutes, the buzzer is sounded again. A quarter hour later if the driver doesn't respond, he gets a gentle, personal reminder.

"We haven't missed a load or lost a driver yet," said Manager Fred Kean.

"I like to watch television in the recreation room before pulling out," said James Levens, member of Local 24, Akron, Ohio, who drives for Safeway Truck Lines.

"Reading is my favorite relaxation," said Wayne Newkirk, Local 299 member out of Detroit. "I like to sit in the lobby and read. That's how I can see other Roadway Transit drivers when they pull in or meet other drivers from around the country. Sure, I like to shoot the breeze

about driving and roads. There's a fine, clean bunch of fellows stopping at the Motor World."

About those three kinds of soap on the wash stand in each room: here's how Harold Sinden, Local 377 steward out of Warren, Ohio, has it figured out:

"You know, the management of Motor World has things figured out well. Suppose you just pull in and you're hungry. Your hands are greasy from detaching the trailer. That's when you use the heavy hand soap (Clex) for a quick clean up. Then, there's a bar of nice face soap (Cashmere Bouquet) to freshen you up if you don't have time for a shower. And if you take a shower, there's Dial to make you feel good all over.

"I don't call that a small item. After all, comfort is made up of a lot of details. I call it considerate."

The management thinks truck drivers are genuinely responsive to the good treatment they get at Motor World. Here's what Kean reported:

"There used to be a feeling around

Clarence Rainbolt, million-mile driver for Huber & Huber, takes elevator up to the restaurant.

that laundry bills are a big item in hotel operation. Well, sometimes the drivers are too tired to take a shower or don't have the time. These boys rarely use the large bath towel that's expensive to launder for their usual wash ups or shaving.

"Small item? Kindness and consideration are made up of acts like these. They may not realize it, but the drivers are helping us keep our costs down. From their actions around Motor World, I'd say they're well-trained family men."

And at home or away, truck drivers love their food. Just off the Motor World lobby is a bright, big dining room, tastefully decorated in modern tones, just right for relaxation. Lou Kaplan, restaurant manager, once drove a truck and knows his customers well.

"Those boys are really tired and hungry when they come off the road," he said. "We set a cup of hot soup in front of them immediately—on the house. That makes them feel at home—and they keep coming back."

Richard Sordillo, member of Local 379, Boston, Mass., who drives for Chicago Express, Inc., gets hair cut by Union barber Silvio Jiamachello.

they like the food," said Kathryn Litvay, waitress in the Motor World dining room. "Most of Motor World's customers are in at least twice a week, so we get to know about their families. They're a great bunch of people, these drivers."

Local drivers, waiting for pickups in the busy terminal area, like to stop in at Motor World, too. "The coffee's topnotch—and the place is really clean," said Pat Costello and Jim Deering, members of Local 705.

The food and surroundings at Motor World have been brought to management's attention by many Teamsters, and it's becoming the site of safety luncheons and conferences.

Next to the dining room are stores offering products and services most in demand by men on the go. Within minutes from Motor World are the movies and Comiskey Park where truck driver baseball fans can watch the White Sox (Chicago Teamsters say this is the year). Best of all, there's little time lost trying to get through the heavy loop area traffic on the way in and out of town.

Food beckons Illinois Local 710 members. From left: Byron Moore, Mt. Vernon; Leeland Lotz, Farina; Howard Green, St. Peter.



that truck drivers were rough and tough, edging for a fight. Now I've been in the hotel business a long time and have dealt with all kinds of people: professionals like lawyers and doctors, politicians, business men and entertainers. I don't want to run anyone down, of course, but I haven't met a truck driver yet who wasn't a gentleman all the way.

"Here's an example. We supply each room with two face towels and a heavy bath towel. Now, you know

Over 1,300 meals are served in a 24-hour day.

The big seller: chicken, golden fried and loaded with trimmings. "This is breakfast," said P. A. Stahl as he downed a second drumstick. Stahl and his "breakfast" companions at 8 p. m.—Bill Kearns and V. Thompson—are all members of Local 24, Akron, and drive for All-States Freight Lines.

"Some of the boys stop in with their families on days off because

Plenty of parking space—with no charge for parking.

"We've learned a lot about trucking and drivers since we opened last December," Kean said. "This is really a sensitive industry. For example, the March snowstorms in the East had their effect on Motor World. Equipment was tied up by the snow around Boston and New York, so trucks couldn't get to the relay points like Clyde, Ohio. That kept our usual customers home,



Fred Kean, manager of Motor World, welcomes Robert Harbaugh, member of Local 299 of Detroit, just in from Sandusky, Ohio. Harbaugh, a "charter customer" of the lodge, said, "We need more quiet and clean places like this around the country."



Above: More than 1,300 meals a day are served in the dining room. A free cup of soup greets each guest. Waitress Kathryn Litvay is shown serving, from left, William Kearns, V. Thompson and P. A. Stahl, all members of Akron's Local 24.

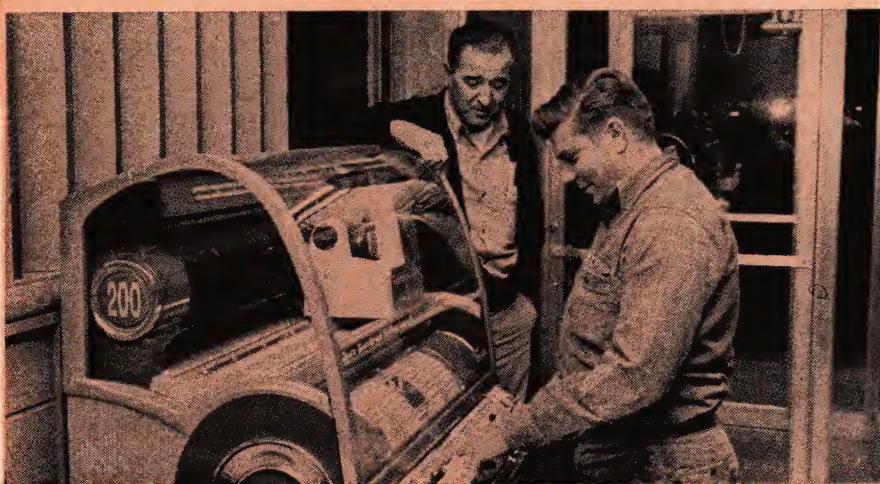
while the drivers who were here waiting for the goods to take to other relay stops like Pittsfield, Ill., had to wait here. Floods or storms many miles away determine how many orders of chicken we'll sell in the next few days.

"But that's what makes this business lively. Most important, we get genuine pleasure out of providing good, clean lodging, wholesome food and quiet relaxation for the best people I know—the men who do the vital job of hauling our country's vast output to and from the market place."

Leonard Peterson, 25-year member of Local 120, St. Paul, Minn., picked up his new jacket at the Motor World registration desk. "I'm going to surprise my wife—just had it made," he said.

"You know the unions really have done a job for us over-the-road men," Peterson said. "I can remember when we had to stay in 'flea bag' rooming houses that wern't much better than flop houses."

Leonard Peterson, veteran member of Local 120, checks tires while stopping for food and rest on long jaunt to Boundbrook, N. J.

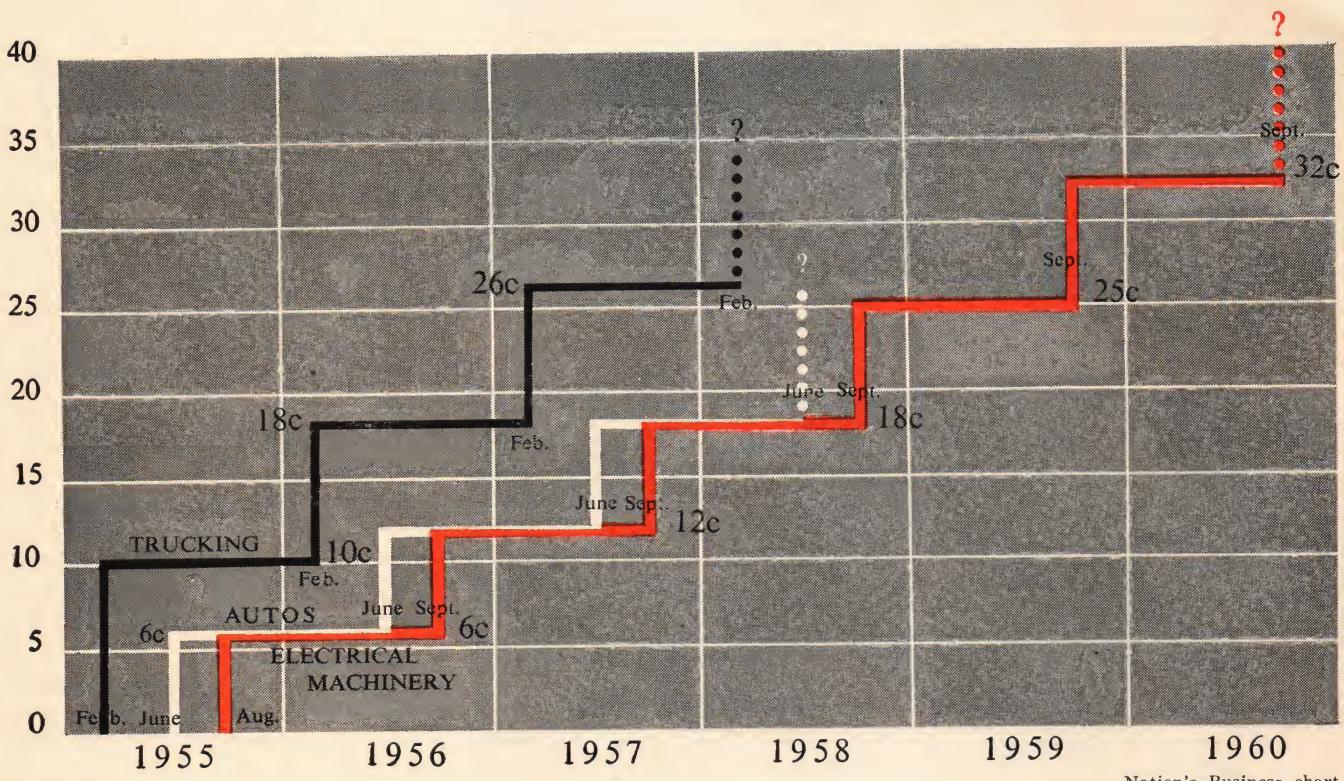


Three members enjoy entertainment with stop. At juke box above are Harold Sinden and Ray Dumas of Locals 377 and 24, respectively. Below: Claude Williams, a member of Local 89, Louisville, Kentucky, tries the recreation room television set.



Now, places like the Motor World Hotel are built for truck drivers. And why not? I hope we soon have more hotels like this around the country. A quiet, clean and comfortable place to rest in away from home makes a better driver."

"It's getting warm—and the air conditioning is in good shape," Kean said. "I guess I'll get a few awnings and beach chairs and set up a sun deck on the roof. Think the boys will go for the idea?"



Nation's Business chart

Chart above shows how wages will rise in next few years as result of long-term agreements. Teamster pacts outstrip those in two other major industries.

## Continued Wage Rise Forecast

*Analysis By 'Nation's Business' Points  
To More Gains; 'Built-in' Pay Boosts  
Cited As Spur To Entire Wage Structure*

AMERICA's wage bill will continue to rise this year as it has every year since 1934.

How much it will rise is already known in the increasing number of companies — now employing about 2,750,000 workers — with union contracts which include deferred increases due this year. Most of these companies are in the automobile, farm equipment, electrical machinery, soft-coal mining, trucking, flat glass, atomic energy and construction industries.

Except for coal mining, the contracts run from three to five years, with fixed annual increases and, in many cases, quarterly cost-of-living adjustments.

These built-in increases for 1956 will average ten cents an hour in soft-coal mining, eight cents in over-the-road trucking, seven cents in atomic energy, six cents in major automobile, farm equipment and electrical machinery companies, and five cents in flat glass making.

An increase of 320 per cent over a 22-year period has brought the average hourly earnings of factory workers to a new peak of \$1.85 (counting higher pay for night work but not for overtime hours). An end to the rising trend is not in sight.

The growing reliance on long-term wage contracts which include a built-in type annual wage increase of a fixed, and predetermined amount

is a comparatively new development in collective bargaining.

What happens in individual companies in these and other industries, however, will vary according to the industry and individual circumstances. As in the past, some companies will give wage increases exceeding the level of the built-in variety; some will give less; some will give no increase, and wages may even be cut in rare situations where conditions require them.

In general, factory wages and the major negotiated increases—whether of the built-in type or not; whether in union plants or not—have risen at about the same pace over long periods although there have

been deviations from one year to another as well as deviations between and within industries over the long period.

Since 1948, for example, the average hourly earnings for employees in all manufacturing industries have risen 59 cents an hour, Bureau of Labor Statistics figures show. Over the same period, the built-in wage increases and cost-of-living escalator in the automobile contracts have accounted for increases totaling 63 cents; the annually negotiated increases in basic steel, 60 cents, and in electrical equipment, 59½ cents, according to a compilation by the Bureau of National Affairs, Inc., a technical reporting service. (The BNA figures do not take into account additional increases given in some instances to skilled workers. These might raise the total a cent or two.)

Yet, the average hourly earnings have, over the same period, risen 88½ cents an hour in steel and almost 73 cents in automobiles—considerably more than the negotiated increases—and about 54½ cents, or less than the negotiated increases, in electrical machinery, not counting increased fringe benefits.

The difference between the average straight-time hourly earnings in industries like automobiles and steel, and the amount of hourly-rate increase called for in the contracts results, at least in part, from the increasing number of workers in higher-skill jobs paying more money; the increasing use of night shifts and the rise in extra pay for night work; the shift of workers from lower-pay to higher-pay plants as automobile and other companies expand production, and in increased incentive earnings, particularly in steel mills.

In industries where wages are negotiated annually, increases are more likely to reflect fluctuating business conditions. In boom years, such as 1955, negotiated increases may exceed the built-in variety. In less prosperous years they may run behind.

Last year, for example, built-in wage increases averaged around five

## Teamsters in Front!

The accompanying article and the chart on the opposite page offer dramatic testimony on the bargaining gains achieved for our members in the trucking industry—advances that far exceed those of the two other major industries studied in this analysis.

We feel Teamsters will be interested to learn how the progress of their union is proceeding at the fastest rate in the nation.

or six cents an hour, according to BLS Commissioner Ewan Clague, while the average increase for all hourly earnings in manufacturing was about 10 cents an hour. Supplemental unemployment pay plans added another five cents an hour in costs for some companies.

"It is apparent," Mr. Clague told *NATION'S BUSINESS*, "that the actual settlements in 1955 ran higher than the deferred wage increases, not considering the costs of any supplementary wage practices."

The theory is that built-in yearly increases reflect the trend of increased productivity and their cost will be absorbed through greater unit production per man-hour. Productivity of workers increased, on the average, between three and 3.6 per cent a year from 1947 to 1953, depending on the method of measurement, and approximately five per cent a year during 1954 and 1955.

Yet, the BLS commissioner finds it difficult to establish any short-range connection between wage rates and productivity.

"One thing we know," he says, "productivity achievements differ greatly among industries, even among business concerns in the same industry.

"So some companies in some industries undoubtedly are unable to absorb higher wages; in fact, some concerns have to go out of business because they cannot meet even existing wage costs."

Mr. Clague believes that deferred wage increases "probably have some effect in stimulating other unions to seek increases as soon as their contracts are open."

"However," he says, "the underlying stimulant to wage increases is business prosperity with high employment.

"During slack times or in industries which are experiencing a business downturn it is hard for workers to gain wage increases even though these are occurring in other industries."

Discussing the factors responsible for the stability of living costs during this period of rising wages, Mr. Clague says:

"The Consumers Price Index has remained stable for the past three years, its extreme range having been less than 2 per cent. On the other hand, wages—in manufacturing, for example—have risen more than 10 per cent during that same period. Thus, each rise in money wages has meant a net gain in purchasing power for the workers.

"The stability of retail prices during the past three years has been due in considerable measure to the lower prices for foods and other farm products. These reached a peak early in the Korean war and have been coming down since. These declines have been enough to offset the rising costs of rents and services, which are usually slow moving and will take years to catch up with the general level of prices."

Some economists believe that, more fundamentally, the stability may be attributed to sound money policies of the government.

Dr. Jules Backman, professor of economics at New York University and an economic consultant to the steel industry, believes deferred annual wage increases point up a conflict between a company's desire for labor peace over a long period—at a price—and the question whether the business can commit itself to a wage increase of considerable size for two, three or five years in advance.

"The deferred fixed annual wage increase assumes a regular increase in productivity which just does not take place in our economy," Dr. Backman says. "There is a serious

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question of trying to impose uniform annual wage increases based on nonuniform productivity increases merely because, over a long period of years, they have moved forward in the same direction and in the same magnitude. However, there has been no close relationship in magnitude for short periods."

#### Variations Noted

He points out variations in the wage-productivity relationship which occur in our free economy. In addition he notes that in periods of growing unemployment wage increases are difficult to obtain. An illustration was the lack of a general wage increase in major industries in 1949, when most unions settled for pension plans. At the other extreme, we have the negotiated wage increases last year which in general exceeded the rise in productivity.

Those who favor long-term wage contracts point to the stability they offer in the way of continued production and planning.

Joseph E. Moody, who heads wage negotiations for southern coal companies as president of the Southern Coal Producers' Association, believes that the long-term wage contract is a symptom of maturity in the union-management relationship and confidence in a company's ability to meet the increases committed.

He believes increased education, a broader understanding of wages and a growing shift from proprietorship to professional management of business may be factors in the trend toward predetermining wage increases over a period of years.

The coal industry does not ordinarily negotiate the built-in type wage increases, but last fall it agreed to a 15-cent increase beginning last September and another 10 cents effective in April. There had been no increase for several years because of economic conditions in the industry.

John S. Bugas, vice president-industrial relations of Ford, says:

"Deferred wage increases are an integral part of extending the period of contract stability. Reasonably arrived at, they involve no greater risks than does the certainty of yearly wage arguments under the threat of economic force.

"Less frequent negotiations mean more security for employers, employees and the public against the disruptions of economic losses caused by strikes. This increased stability permits more management concentration on meeting the expanding needs of our competitive economy; it enables management to plan for the future with greater confidence. This works to the mutual benefit of all elements in our society.

"None of these advantages can accrue, of course, unless both parties respect and observe their obligations."

Defense Secretary Charles E. Wilson, then president of General Motors, introduced the long-term contract in the automobile industry in 1948 as "a stabilizing influence not only on our business but on the economy of the whole country."

#### Escalator Clause

The first agreement was for two years, with an annual increase of 3 cents an hour "to increase the standard of living of workmen" and a then-novel cost-of-living escalator for "protecting the worker from increases in consumer prices."

The annual improvement increase is intended to reflect increased productivity and has risen from 3 to 4, 5 and now 6 cents an hour. It roughly equals the average increase in national productivity of 2 to 3 per cent a year over the past 40 years or so. If GM had adopted in 1940 the formula it put into effect in 1948, its wages in June, 1951, would have been within 1 cent of what they actually were.

In return for the annual increase, the union agreed to the principle of making up the cost through higher productivity—a point some others who made similar contracts overlooked.

The automobile contracts run until June, 1958, and provide for increases of 6 cents an hour this June and in June, 1957, with quarterly adjustments for changes in the cost-of-living index.

General Electric signed its first long-term contract with a built-in type increase and living-cost escalator last fall. It runs until September, 1960, and provides for a 3 per

cent increase, with a minimum of 4½ cents an hour, in September of 1955, 1956 and 1957. In each of the next two years, the increase will be about 3½ per cent, with a minimum of 5 cents an hour.

With an average hourly rate of close to \$2, the increases will average approximately 6 or 7 cents an hour.

Like the automobile contracts, major wage agreements with the Teamsters' Union in the trucking industry, covering more than 280,000 employees, run for three years.

Those for over-the-road drivers in 25 central, southeast and southwest states provided for 10 cents an hour when negotiated a year ago, 8 cents more last month, and another 8 cents next February, when the rate will be \$2.23 in all the states.

The same 10-8-8 increases, payable in June 1955, 1956 and 1957, are provided for in the Teamster contracts covering western Pennsylvania (except Pittsburgh), New York state (except New York City), and four of the New England states.

Sixty Teamster agreements in 11 western states provide midyear increases during 1955-57 of 8, 8, and 7 cents for over-the-road drivers, and generally 10, 10, and 9 cents for local drivers.

#### Long-Term Contracts

Long-term contracts not only permit both workers and employers to plan for the future on a definite basis, but also "relieve the employer of the constant fear of work stoppages," according to Frank O. Blunden, vice president of Kramer Bros. Freight Lines, Inc., Detroit. Mr. Blunden was chairman of the employers' committee which negotiated the central states agreement.

"It becomes possible, therefore," he explains, "for the employer to work out a definite future plan which will enable him to reduce his costs to a point necessary to meet a wage increase which is impending upon a given date in the future, or, if he is unable to reduce his costs, it gives him an opportunity to seek a price adjustment consistent with his competitive situation.

"One of the greatest deterrents to sound management is the fear that

*(Continued on page 14)*

# Watch Out for the 'State Wreckers'

## Well-Heeled Lobbyists Are Planning All-Out Campaign to Win Passage Of More 'Right-to-Work' Laws

ORGANIZED labor is facing a battle in 30 states against so-called "right to work" legislation—and labor is fighting back against the anti-labor attack which is being made on the national and state legislative and propaganda fronts.

While the eyes of the nation are directed toward the national political picture during a presidential year, the state right-to-workers are busy trying to slip laws through the legislatures in states where no such laws now exist. Here are the principal developments in the right-to-work campaign:

1. The drive for revised laws or enactment of anti-labor laws is receiving direction and promotion on a national basis from special organizations and elements of the business community which are anti-union.

### Reactionaries at Work

2. Some of the most reactionary segments of the American economy realizing that state legislatures are more amenable to their will than the United States Congress are pushing hard to see that the states, not the federal laws, govern labor relations. This has resulted in strong grass roots drives against labor.

3. Some of the anti-union factions are taking advantage of the popularity of President Eisenhower

who is heading the Republican ticket. They are trying to see that anti-labor coat-tailriders are nominated for state legislatures so that if efforts fail this spring, chances will improve next year.

4. Organized labor is being alerted in every state in the union—to resist passage of laws where no right-to-work laws exist and to seek repeal in the 18 states where the laws now prevail.

Recently Fred Hartley of the old Taft-Hartley team, made public plans for his "National Right-to-Work Committee" to go into several

states and lobby for the open shop bills. Hartley, it will be recalled was formerly head of the National Tool Owners Association which came under the fire of Governor Thomas E. Dewey in New York state.

The Hartley organization seeks to mobilize in each state the anti-union elements and bring their influence to bear on the members of the legislature in order to promote the anti-labor bills. Usually the segments of the business community which are most reactionary are often the most well-heeled financially.

### Realistic Title

Labor has rightly called the open shop laws by a more realistic name—"right to wreck" laws. Bills of this type are pending in Kentucky, Maryland, Massachusetts, Michigan and California. Organized labor in Maryland has demonstrated a strong solidarity against discriminatory legislation and it is believed that no open shop law will be passed in that state.

In California Governor Goodwin Knight has long been known as a friend of labor and especially of the Teamsters. It is believed that he stands between enactment and organized anti-union interests. In California some months ago the

Kiwanis International, well known service club, appears to have backed anti-union legislation although the national office of the club had disavowed any such approval. Recently the approval, if such it was, was withdrawn by the California group thereby giving the "wreckers" a setback.

The state of Washington has been the site of one of the most spectacular fights in recent months. In that state, Initiative 198 was a proposal backed by an outfit called "Job Research, Inc." This organization, backed by some notorious anti-labor forces, has been endeavoring to collect 50,000 signatures to place Initiative 198 on the general election ballot. The deadline for these petitions is July 6, 1956. The anti-union forces used full-page newspaper advertisements throughout the state and followed the ads up by mailing out 800,000 petitions.

### Leaders in Fight

Teamsters in Washington have been leaders in the fight to protect labor and the official paper, THE WASHINGTON TEAMSTER, has been a spearhead in behalf of the labor forces. Labor in the state of Washington has realized that Initiative 198 is an effort to destroy the unions.

Major union groups formed the United Labor Advisory Committee which in turn has been carrying the message to every corner of the state. It, too, is using advertising featured by a full page ad warning against "the monster in your mailbox" (see cut). The advertisement is sponsored by the Citizens' Committee for the Preservation of Payrolls with Howard Sylvester, well known insurance man and an active Republican as executive secretary.

A major point of the ad campaign by the initiative opponents is to point out that the 18 right-to-work states are among those with the lowest per capita income in America whereas the state of Washington has an average per capita income almost double that in right-to-work states.

The Republicans have been sources of strength to the pro-labor forces, much to the discomfiture of the initiative backers. Congressman Thomas M. Pelley and Thor C. Tollefson, both Republicans, have

# Beware of the MONSTER IN YOUR MAILBOX!



## Don't let this Monster destroy our Payrolls and Prosperity

There is at work in our state an organization known as "Job Research, Inc." which is working insidiously to undermine our payrolls and prosperity. The "right to work" referendum, known as "Right to Work" Initiative—sounds very appealing. Actually it is the sugar-coated device of large, selfish interests to upset the labor tranquility, depress the wages and destroy the unions in our State. Tremendous expenditures have been, are being, and will be made, to foist this labor disturbing initiative upon the people of Washington. Huge sums of money are being poured into our state by selfish interests to inflict upon us the Un-American philosophy of cheap labor!

### DON'T SELL YOURSELF SHORT! *Don't Sign This* LABOR DISTURBING PETITION

This advertisement, being run in newspapers throughout the state of Washington, is warning of the evils of an "open shop" law. The "monster" in the mailbox is the referendum petition mailed by lobbyists for a "right to work" law.

blasted the initiative and the Evergreen Republican Club has flayed the initiative as disruptive. Democrats in Washington, led by Senator Warren G. Magnuson, Congressmen Don Magnuson and Senator Henry M. Jackson, are strong for labor's position in this fight.

#### Straight Ticket Vote

The state right-to-workers are expected to figure strongly in the campaign this year in an effort to get anti-labor men named for Republican legislative candidacies. The strategy will be to get anti-union personalities named as Republican candidates and then hope that the voter favoring Eisenhower will vote the straight ticket. Thus the Eisen-

hower drawing power is being used—or many think it will be—to strengthen anti-labor forces in the state capitals.

#### Labor Alerted

Advocates of the "right to work" laws have strong financial backing and can be expected to make heavy outlays of cash in their efforts to gain support for the legislation. Labor in these state battlegrounds needs financial help to carry on the fight, and international unions must answer that need. Recognizing this, the General Executive Board of the Teamsters at its recent session authorized a grant of \$100,000 to help labor beat the anti-union law being proposed in the State of Washington.

## Continued Wage Gains Forecast

(Continued from page 12)

the plans that may be made for the future may be disrupted by unreasonable demands by labor or by unanticipated work stoppages.

"The worker likewise has a fear of a work stoppage which will cut off his income, and this feeling of uncertainty does not contribute to his satisfactory production. Long-term contracts have a tendency to eliminate these fears."

Industrial stability and employee security under long-term contracts are cited by James R. Hoffa, chairman of the Central States Conference of Teamsters.

"The long-term contract tends to eliminate the piecemeal and sometimes irrational approach to modern collective bargaining," he says. "Such contracts, if comprehensive in their nature, contribute to industrial stability and maximum employee security without sacrificing the historical rights of either side."

#### How Public Gains

"The consuming public gains by continuous uninterrupted service."

"Our long-term contracts covering all interstate trucking and local cartage firms in 13 midwestern states, and two additional long-term contracts involving the automobile transport industry (haul-away and truck-away) in 23 states, are a shot in the arm for this section of our free-enterprising economy."

"In this connection, the long-term, comprehensive contract encourages initiative and ingenuity among employers as a solid basis for business success rather than dependence upon low wages and poor conditions of employment."

Employees of Pittsburgh Plate Glass and Libbey-Owens-Ford got an 8-cent increase last year and will get 5 cents more this year and next year under a three-year agreement.

A CIO agreement last year covering atomic workers at Oak Ridge, Tenn., and Paducah, Ky., provided for boosts of 10 cents last year and 7 cents this year and next.

# MONTGOMERY WARD BARGAINING BEGINS

NEGOTIATIONS covering more than 15,000 Montgomery Ward employees represented by Teamster Locals throughout the nation began this month in Chicago.

Vice President James R. Hoffa headed the negotiating committee. He was assisted by Donald Peters, chairman, Teamsters' Montgomery Ward Council; Acting Warehouse Director Harold J. Gibbons; Sam Baron, division field director, and nine representatives from the mail order units. The International Union was represented by Lewis C. Harkins, who was sitting in for Vice President Einar O. Mohn.

Local unions were represented on the negotiating committee by Donald Peters, Chicago; Charles Bub, Albany; Charles DiGuardo, Baltimore; Joe Prifrel, St. Paul; John A. Etheridge, Kansas City; Charles Lindsay, Denver; Tom Connors, Oakland; Jack Estabrook, Portland; Patricia Minor, Fort Worth.

Proposals submitted to management were the result of intensive deliberations at many levels. Local units submitted proposals requested

by their membership to the Montgomery Ward Council. The Council made a preliminary study of the demands and then turned them over to a drafting committee consisting of Hoffa, Gibbons, Peters and Sam Baron, field director, National Warehouse Division. The Council approved the final proposals at its April 5 meeting in Chicago.

A substantial across-the-board wage increase and the elimination of inequities for both straight-time and incentive workers was the chief money demand. Increases in commission rates for sales personnel were also requested. Full arbitration of all grievances and a seniority system that provides for promotions from the ranks were also asked. The Council proposed union participation in setting of standards for output and accuracy control and full arbitration for disputes on standards.

Demands concerning health and welfare plans and a pension program were made.

The local unions also requested improved vacations, holiday provisions, funeral pay and other fringe benefits. A union shop clause and

other union security provisions have been requested.

For many years three local unions in the Western Conference have been bargaining agents for Ward units. But it was not until Local 743 began the organization of the Chicago headquarters that the National Warehouse Division undertook to stimulate organizational activity in other parts of the country. After General President Beck appointed James R. Hoffa as coordinator a concerted national organizing drive resulted in Teamster Locals being certified for all of the mail order units and many of the retail warehouses and other units.

On March 31, 1955, Ward management signed a national agreement with a union for the first time. This first contract called for wage increases, vacations and holidays, grievance procedures and seniority provisions.

Publication of the *Ward News*, in order to keep the membership better informed of national developments and of activities of other Ward locals, has been undertaken by the National Warehouse Division under the editorship of Vice President Hoffa.

Nineteen Teamsters Locals now hold bargaining rights for more than 15,000 Ward employees in 13 states. The Teamsters' Union represents more than five times as many workers as all other unions combined.



Members of the Teamsters' Montgomery Ward Council drafting their contract demands. Left to right: Charles Bub, Albany; John Emmert, Detroit, recording secretary; Sam Baron, field director, National Warehouse Division; Joe Dillon, representing the Western Conference of Teamsters; Don Peters, chairman, Teamsters' Montgomery Ward Council; James R. Hoffa, coordinator, Teamsters' Montgomery Ward Council; Dave Previant, attorney.

## CHILDREN OF ISRAEL WILL BENEFIT FROM HOFFA TESTIMONIAL

**A** NEW home for children will be built in Israel as the result of funds provided at an extraordinary testimonial dinner held in Detroit April 20 honoring Teamster Vice President James R. Hoffa. Highlight of the evening came as more than 2,800 guests applauded the presentation by Mr. Hoffa of a check for \$265,625 to Simcha Pratt, Israel Consul General.

The 2,800 guests together with a large representation from press, radio and television, dined at the Coliseum at the Michigan State Fair Grounds. Among the guests were Teamsters from every section of the United States and Canada.

Headlining the speakers' program was General President Dave Beck who headed the contingent from Washington which included General Secretary-Treasurer John F. English, Vice President Einar Mohn and others. President Beck praised the work and organizing talents of Vice President Hoffa and commented on the worthy children's cause for which the dinner was given. Other speakers included Walter Mullady, trucking industry leader and former head of the American Trucking Associations; Joel Goldblatt, president of Goldblatt Brothers, Inc., Chicago, and distinguished leader in religious and civic affairs; Harold Gibbons, secretary-treasurer of the Central Conference of Teamsters was temporary chairman and introduced Prof. Nathan Feinsinger of the University of Wisconsin School of Law, the toastmaster.

Acting Mayor Louis Miriani of Detroit issued a proclamation making April 20 "Jimmy Hoffa Day" and presented a copy of the proclamation to the guest of honor. Colorful sidelights of the affair included the presentation of a giant cake on which was mounted a large replica of an over-the-road truck. This gift from Local Union 234 of the Cooks' Union was in turn presented by the guest of honor to the Detroit Children's Hospital.

Presented to the audience also was the Hoffa family to whom Mr. Hoffa paid a heart-warming tribute—Mrs. Josephine Hoffa; daughter, Barbara Ann, and son, James.

The Most Reverend Bernard J. Sheil, Catholic auxiliary bishop of Chicago, offered the invocation, and Rabbi Aaron Decter of Temple B'Nai Aaron, Philadelphia, gave the benediction. Music for the occasion was provided by American Federation of Musicians Local 5 under the direction of Hershel Lieb. Following the dinner an entertainment program was presented under the committee chairmanship of Jackie Bright, national administrative secretary, American Guild of Variety Artists.

**Below:** A partial view of the throng of 2,800 that packed the State fairgrounds Coliseum to pay tribute to "Jimmy" Hoffa. Detroit hotelmen said it was the largest dinner served in the Motor City's history.



Above: General Secretary-Treasurer John English (right) and Harold Gibbons, secretary-treasurer of the Central Conference of Teamsters. Below: General President Beck (left) and Vice President Hoffa stand beside elaborate cake donated by Cooks' Union No. 234.





Left to right, above: Joel Goldblatt, president of Goldblatt Bros., Inc., chairman, Sponsors Committee; Walter Mullady, president, Decatur Cartage Co. and past president of American Trucking Associations, and Nathan Feinsinger, University of Wisconsin professor.

Right: Vice President Hoffa accepts appreciation plaque from youngsters representing hockey team sponsored by local Teamsters.

Left: General President Beck as he spoke, honoring Vice President Hoffa.



Right: Detroit's acting Mayor Louis C. Miriani presents a token of esteem to Mrs. Hoffa after he had earlier presented "Jimmy" Hoffa with a key to the city.

Below: "Dad" is showered with congratulations by daughter, Barbara, 17, and son, Jimmy, Jr., 14, while wife, Josephine, smiles approval. Dinner produced over quarter million dollars for Israel children's home.



# GEB MEMBERS SURVEY ISLAND CONDITIONS

DURING its recent visit to the Hawaiian Islands, the members of the General Executive Board were able to undertake brief but informative surveys of economic conditions and defense installations.

During the brief period in Hawaii, Board members studied the sugar industry in detail, following the various steps from planting, to cultivation and harvesting and primary processing. The visitors also saw the sugar loaded and shipped to refineries in Crockett, Calif. Cane production is the largest and the principal industry in the Islands.

Similar visits were made to pineapple plantations. With regard to this product Teamster officers saw the processing steps also at the famous processing plants.

Board members were guests of the largest single employer on the Island —the United States Navy. Detailed inspections were made of many types of naval installations at famed Pearl Harbor. While at the base Mrs.

Dave Beck placed a wreath on the memorial to the *U.S.S. Arizona*. Mrs. Beck had two cousins, James and Charles Kramp of Rochester, N. Y., who were *Arizona* crew members entombed on the ill-fated vessel. They were aboard and lost their lives when the Japanese attacked on December 7, 1941.

## Building Boom

Booming construction work, particularly in the hotel field, impressed the Teamster group. New hotels and visitors' facilities are going up to accommodate the growing tourist trade, already said to be the third largest industry.

An insight into local customs and a glimpse of the Orient was given in a visit by Teamster Board members, their guests and wives to a Japanese tea house. Visits to the countryside enabled the officers to see how the natives cultivated for local use bananas, tara root, truckgardens, etc.

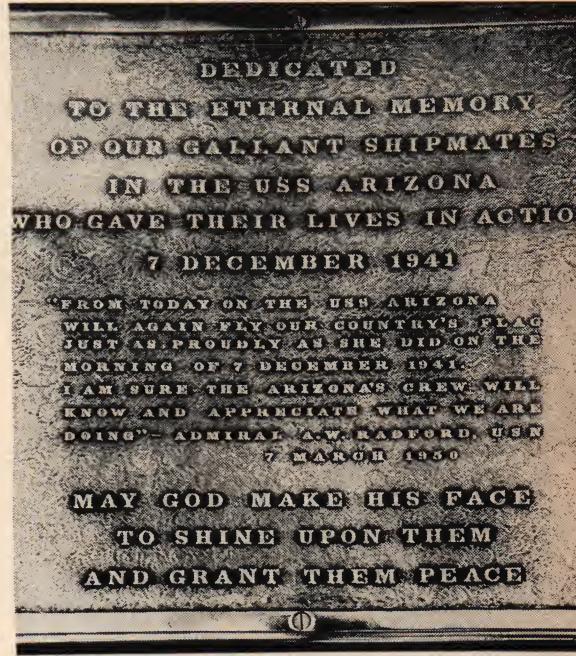
One of the factors about the econ-

omy of the Islands which impressed the Teamster visitors was the fact that it was apparent that the Islands have complete dependence on water-borne commerce — practically all that is imported and almost that goes out goes by ship. The tremendous sugar and pineapple industries

General Secretary-Treasurer John F. English inspects "Jake Bubblehead," Navy trainees' name for diving school candidate. Lt. (j.g.) Dennis E. W. O'Connors explains equipment's functions.



Mrs. Dave Beck, wife of the general president, and Vice President Einar Mohn place a wreath on the plaque dedicated to the men who died aboard *USS Arizona*. They are on the superstructure, only part of the ship above water. Two of Mrs. Beck's cousins went down with the ship on Pearl Harbor Day. At lower right is a close-up of the memorial plaque.



like other industries are completely dependent on shipping by water commerce.

This great dependence on sea shipping left no doubt, one observer said, of the strategic position of an organization like longshoremen occupy when they have control on the island of unloading incoming cargo, and loading outgoing cargo and also control the loading and unloading on our own West Coast ports.

During their trip to Hawaii one of the highlights of the visit was an inspection trip through Pearl Harbor, giant naval base. This base was the primary target which was attacked by Japanese airpower on December 7, 1941, with devastating effect. During this attack 18 ships were sunk or damaged. At Oahu 150 of the 202 Navy planes were destroyed and only 38 were able to get off the ground and 10 of these were soon shot down. More than 3,000 service men lost their lives at Pearl Harbor.

Details of the devastating attack and of the remarkable comeback of American sea and airpower were told to the Teamster group by Navy guides who pointed out in the words of Historian Samuel E. Morrison writing of U. S. naval operations that "Never in modern history was a war begun with so smashing a victory by one side, and never in recorded history did the initial victor pay so dearly for his calculated treachery."

Among the ships sunk at Pearl Harbor was the battleship Arizona and with her went down more than a thousand men. The Arizona was not refloated, but remains as a reminder of Pearl Harbor and a memorial to the men who died on that "day of infamy." This ship is still considered as a commissioned vessel and every morning an honor guard comes out and raises the flag and lowers it in the evening.

At the base of the flagpole is a small plaque installed in 1950 with these words by Admiral Arthur W. Radford, then Commander-in-Chief, Pacific, now head of the Joint Chiefs of Staff: "From today on the USS Arizona will again fly our country's flag just as proudly as she did on the morning of 7 December 1941. I am



J. Albert Woll, Teamsters' general counsel, learns of intricate submarine operations from Cmdr. Earl B. Johnson, commanding officer of the submarine USS Tiru. They are standing by the sub's superstructure.



Rear Adm. C. E. Olson, commandant of the 14th Naval District, was host to the GEB members on tour of naval installations.

sure the Arizona's crew will know and appreciate what we are doing. May God make His face to shine upon them and grant them peace."

In the inspection trip Teamster visitors saw many types of naval vessels and installations. Also on the tour, a description was given of the MATS base—Military Air Transport Service.

Of interest also were the large permanent drydocks, capable of taking the largest warships afloat. Soon one of these major installations will be rebuilt capable of handling such supercarriers as the Forrestal and the recently commissioned Saratoga which is over 1,000 feet long.

Stories of intense and dedicated repair work by American workmen were told in the commentary which included sagas of the "men behind the men behind the gun." Some of these anecdotes told of quick round-the-clock repair jobs done by repair crews in order that fighting ships might lose a minimum of combat time at sea.

How the Navy handles its ship repair problem in a systematic manner was described. The effort the Navy makes, Teamsters were told, is directed toward an equitable spreading of the work load of repair among the various naval bases on the East and West Coasts and in Hawaii.

New type submarines were shown the Teamster party and the training methods used to man these modern editions of undersea craft were shown. Those viewed included the USS Tang and Wahoo, two of our most streamlined and deadliest submarines.

Numerous types of auxiliary craft were shown to the Teamster group at Pearl Harbor and questions on a variety of phases of the Navy's program were answered by the uniformed personnel. Before the trip closed a presentation was made on the American defense strength in comparison with that of Russia. Some of these observations proved revealing to the mainland guests.

When the trip was over one of the vice presidents observed that he had learned more about national defense in one installation tour than he had in several years of diligent reading of books and magazines.

# EDITORIALS

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## Holiday Rush

This month we have another holiday, Memorial Day. It so happens that the annual holiday comes in mid-week. This will mean that we will not have a long weekend such as would be true if the holiday fell on Friday or Monday. Perhaps this occurrence of the holiday in midweek is a blessing, at least insofar as traffic casualties are concerned.

Memorial Day ranks with the Fourth of July and Labor Day holidays as periods of high traffic casualties. Before each of these holidays, the National Safety Council issues a warning on highway safety and if the holiday happens to result in a long weekend, we are warned that casualties will be unusually high. At least that has been the experience in recent years.

A holiday rush is inevitable, but we should all remember that if we slow down a bit, we are likely to live a little longer. Teamsters in over-the-road driving are especially conscious of the holiday traffic dangers, for they have to fight these dangers resulting from heavy volume of cars and high speeds. Our drivers have a fine safety record, but even the best of our drivers cannot prevent irresponsible passenger travelling under today's highspeed cars. Our people, by and large, make a fine contribution to highway safety, and they are among the first to ask their fellow drivers in pleasure cars to slow down in the annual holiday rush.

## Westward Ho!

This is a big country and it's getting bigger and bigger, at least insofar as our population goes. The Bureau of the Census comes up with figures indicating the trends and from these figures we can get an insight into what the United States will look like twenty years from now.

Projections of present trends indicate that we are going to see some startling changes in the next 20 years. And these changes, we might observe, spell tremendous opportunities for those in the service trades. Transportation and distribution will prove increasingly important in the years ahead.

The West appears to be in a boom in population which is likely to extend and make California the most populous state in the union. That means that New York which is expected to expand by less than one-third will take second place. Arizona and Nevada, now sparsely populated will more than double in people and New Mexico will have more than half again as many as it now has.

In the Middle West, Michigan and Illinois will prove

high gainers in population. Michigan, already a great industrial state will top the 10 million mark in 20 years (it's a little over 7 million now) and Illinois is expected to have more than 12 million people.

Washington and Oregon will be heavy gainers, part of the general trend westward. Looking to another section, the demographic experts see Florida as a really big boom state. This state will not quite double its population but the growth will come near it, under present trends. And if the movement of retired people to the warmer climates continues, it may more than double its present size.

Gains are going to be registered generally throughout the country, but the Far West and Florida top the list in percentage of growth. This all means more people to support, more people to find jobs for. It also means more consumers to use up the food, clothing and shelter and to utilize the services of our great transport and distribution services.

The future, if we look at the long pull, is going to be a booming one. Let's hope that organized labor can keep up with our fast growth. The challenge is a serious one—let's hope we are all up to meeting that challenge.

## Symbol of Strength

A great symbol of American strength made its appearance formally last month when the new aircraft carrier, *Saratoga*, was commissioned in the New York Navy Yard.

This is the second carrier of its class to be built and the *Saratoga* has more horsepower than any other ship ever built. This 52,000-ton vessel is a symbol of sea-going strength in the atomic age as well as a great symbol of achievement by the skilled hands who brought the creation into reality from the blueprints.

The dimensions given by the Navy Department for the *Saratoga* are impressive and indicate the efforts of the Navy to meet the defense requirements of this turbulent period. The vessel is 1039 feet long with a breadth at the main deck of more than 129 feet and an extreme breadth of 252 feet for flight deck use.

A ream of statistics might be given about the ship, but they would not be as impressive as the fact of the vessel itself being built and commissioned in the proud tradition of its distinguished predecessors. The first *Saratoga*, a continental sloop of war, with an 18-gun salute was launched April 10, 1780—176 years ago, to the month. This was followed by other *Saratogas*, a corvette which saw service in the War of 1812; a sloop which served in the Mexican and Civil Wars; another

in the Spanish-American War and in World War I and yet another, a CV-3, which made a brilliant record in World War II.

Thus the new *Saratoga* has a proud name and a great tradition and the men who designed and built her join with those who will man her in wishing her Godspeed and a career which will be as illustrious as her great antecedents in the United States Navy.

## **Hotel Strike Gains**

The contest of the Hotel & Restaurant Employees Union with the plush hotels of the Miami Beach area is just over a year old. Last April the union began its strike on the Beach in behalf of the workers of the Gold Coast hotels.

This strike was instituted in one of the most serious anti-union sections of the United States, Florida. The trials and tribulations of the strikers have been many, but the determination of the union to win has been little short of amazing—from the union's president, Ed Miller, on down to the striking bus boy.

The Teamsters have indicated support of the efforts of the Hotel & Restaurant Employees' Union. We feel that this strike has significance far beyond the hotels themselves. We are glad indeed to hear that nine leading hotels have signed.

Nine hotels may not seem like many, but among these nine are some of the best on the Beach. These nine represent a real union foothold in hostile territory. We feel certain that more and more victories are ahead for the union and we are certain that the entire labor movement owes the union a great debt of gratitude for the valiant fight it is making in behalf of unionization in Florida.

## **Vital Sessions**

We are now in the season of area and national conferences of Teamster trade divisions. Late last month the Canadians met in Toronto. This month a series of regional and national meetings gets under way. The Central Conference of Teamsters will meet in Minneapolis May 10-11 and the National Trade Divisions Conference will be held in Chicago May 15-17.

This series of national conferences is one of the most important we have held since the national organizing program by the trade division method was instituted several years ago. This will be the first national conference since the merger of the American Federation of Labor and the Congress of Industrial Organizations. This merger has presented a number of problems which will require consideration and discussion at Chicago.

Our International is determined to expand its organization membership far beyond its present numbers. This goal will require hard work, close coordination on the part of the various area conferences across the continent.

The sessions are vital and should be well attended by representatives of area conferences, joint councils and local unions.

## **Toward Better Understanding**

Last month an informal luncheon was held attended by Teamster officials, members of the Interstate Commerce Commission and key members of Congress, including Senators and Representatives directly concerned with highway legislation and transport problems.

This was a luncheon at which no speeches were made, no lobbying done and no pressure exerted by anyone for anything. It was an affair at which union officials were enabled to know regulatory officials and legislative figures better. And in turn the informality of the situation permitted the Government officials to know Teamsters better.

In the general run of relationships with Congress and the Executive Department the luncheon was nothing extraordinary, nor was it any sort of landmark. It was, however, an excellent opportunity for all hands to know each other better—and this leads to a better understanding of vital problems which concern us all.

## **Construction Strong**

Surveys by Government agencies indicate construction in the first quarter of this year equalled last year's record level, dispelling fears in some quarters that building would go into a decline.

Expenditures for new construction in March were estimated at \$2.8 billion, the same as the figure for last year. Totals for the first quarter were placed at \$8.5 billion, equalling the total reported for the first three months of 1955.

Industrial construction has soared this year, making up for a slight drop in residential building. Expenditures in March for highway construction, public educational building and sewer and water works were greater than for any previous peak reached for that month.

All this comes as good news for Teamsters throughout the nation, because a high level of construction spells a continued high level of job opportunities for our members.

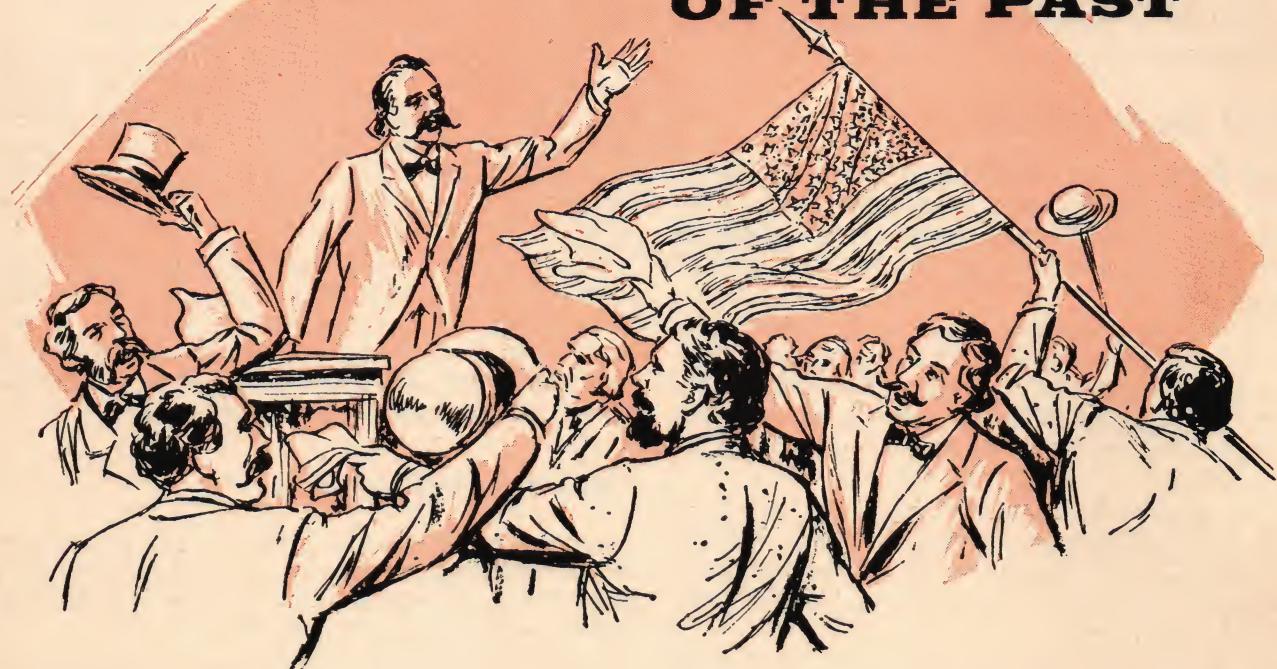
## **Wear a Buddy Poppy**

This month representatives of the Veterans of Foreign Wars will be offering Buddy Poppies for sale shortly before Memorial Day. The slogan of the VFW drive is "Honor the dead by helping the living."

This is a commendable slogan and represents the fine rehabilitation program which the organization has under way. The money collected in the Buddy Poppy drive goes for the needy and disabled veteran, his widow and his orphans.

THE INTERNATIONAL TEAMSTER recognizes the worthy efforts being made by the VFW and thousands of our members are affiliated with this organization. We strongly urge support of the drive and we hope that the 1956 effort sets a new record for contributions, for this will mean a new record in rehabilitation help by the VFW.

# COLORFUL CAMPAIGNS OF THE PAST



IT HAPPENS every four years! Colorful election year campaigns, in which anything can happen and usually does, have contributed significantly to the nation's legend of democracy.

What is surprising to those who do not understand America is that the rough-and-tumble politics of U. S. election years has not weakened, but rather strengthened our government.

In the America of recent years, some of the best political excitement has come out of the battling over party presidential nominations. This kind of thing would have made old Zachary Taylor laugh.

Old Rough-and-Ready had never voted when the Whigs decided to put him up for President. When the party mailed him the nomination, he refused to accept the letter because there was 10 cents postage due.

Taylor persisted in being just as nonchalant throughout the campaign. He refused to discuss issues, and the Whigs wrote no platform. Yet the colorful cry of "Old Rough and Ready" won him enough votes

to become the republic's 11th president.

The first presidential campaign that reflected popular feeling was that of 1828 between John Quincy Adams and Andrew Jackson. It was also one of the bitterest.

In 1824, just little more than 350,000 votes had been cast. The number soared to 1,556,328 in 1828, because an increased number of states allowed voters to cast ballots for President for the first time. Under the system fostered by the Federalists, state legislatures had selected electors who did all the balloting for the presidential candidates.

Jackson's marriage was attacked in that vicious campaign. It was charged that he had wed his devoted wife before she had been legally divorced and, consequently, they had to be married a second time. The Adams forces also called Jackson a "hangman" who had slain his own militiamen. But when the final popular vote was tabulated, Jackson had 647,231 votes to Adams' 509,047.

Surely one of the most rousing

political campaigns followed 12 years later when the Whigs ran General William Henry (Old Tippecanoe) Harrison. For vice president, they named John Tyler and, thus, gave the phrase-makers material for this marching song:

*"Tippecanoe—Tippecanoe—  
Tippecanoe—and Tyler, Too"*

Tyler, incidentally, became the first of seven vice presidents to enter the White House due to the President's death. President Harrison died after 30 days in office of complications from a cold he caught on his regular early morning meat and vegetable shopping excursion.

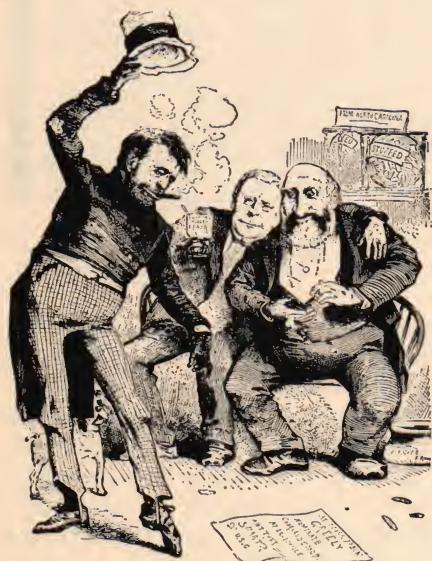
Probably the first candidate to make overtures to organized labor during a national election campaign was Abraham Lincoln. He told striking shoemakers in 1860 that he was "glad to see that a system of labor prevails in New England under which laborers can strike when they want to . . ."

Some Democrats tried to make Lincoln's looks an issue in that campaign. To which, Republicans replied: "If all the ugly men in the



James A. Garfield was the last President born in a log cabin.

All political parties have attempted in campaigns to associate their candidates with symbols to identify them with the common touch. We've had Lincoln, the Rail-Splitter; Johnson, the Tailor; Garfield, the Canal Boy; Grover (Cleveland), the Good.



Pro-Greeley cartoon shows President Grant doing a jig for Boss Tweed. But Greeley's cry of "turn the rascals out" failed to win him the election in 1872.

Only one President—George Washington—has ever received the unanimous vote of the electoral college. But a little subterfuge was necessary to protect this distinction for the "father of his country." In 1820, a unanimous vote was about to be cast for James Monroe, when it was decided that such an act would take some of the luster from Washington's name. So, one delegate, pledged to Monroe, switched and voted for John Quincy Adams.

Today, the chances of Washington's unanimous vote distinction ever being equalled are about the same as those of the Duchess of Windsor winning the heavyweight title from Rocky Marciano.

That's because Americans today cherish the right to disagree and the privilege of expressing their own political opinions—at the street corner and at the polls.

And in the development of the healthy political independence enjoyed today, the colorful campaigns of the past have played a vital part.

## IT'S CAMPAIGN TIME NOW!

### CHECK YOUR REGISTRATION DATE

State	Final Registration Date	Civilian Absentee Voting
	Primary	
Alabama	April 20	October 26
Arizona	July 6	October 1
Arkansas	No registration. Voter must have current poll tax receipt.	Yes
California	April 12	September 13
Colorado	August 27	October 22
Connecticut		Statewide registration days: September 29 and October 13
Delaware	July 11	Statewide: October 6 and 20
Florida	April 7	October 6
Georgia	May 5	May 5
Idaho	August 11	November 3
Illinois	March 12	October 8
Indiana	April 10	October 8
Iowa	Des Moines: May 25	Des Moines: October 27 Elsewhere: November 3
Kansas	Kansas City, July 17	Topeka, Wichita: October 16 Elsewhere: October 26
Kentucky	July 27	September 8
Louisiana	June 6	October 6
Maine	June 30	Dates vary.
Maryland		Dates vary.
Massachusetts	August 17	October 5
Michigan	July 9	October 8
Minnesota	August 21	October 16
Mississippi	July 6	July 6
Missouri	Varies throughout State.	Yes
Montana	April 20	September 20
Nebraska		Lincoln and Omaha: October 26
Nevada	May 4	October 26
New Hampshire	August 4	October 6
		Varies in towns.
New Jersey	Cities: September 1	Cities: October 27
New Mexico	March 8	September 27
New York	April 9	October 8
North Carolina		Registration for 1955 General Election makes one eligible for 1956 primary. Exact dates in October for General Election to be set by 1956 Legislature.
North Dakota	May 12	October 27
Ohio	No state-wide registration.	Yes
Oklahoma	March 28	September 26
Oregon	June 22	October 26
Pennsylvania	April 17	October 6
Rhode Island	March 5	September 17
South Carolina	July 19	September 7
South Dakota	May 12	October 6
Tennessee	May 19	October 29
	Counties over 25,000:	Yes
Texas	July 13	October 17
	Counties under 25,000:	Yes
Utah	July 23	October 27
Vermont	No registration. Voter must have current poll tax receipt or exemption certificate.	Yes
Virginia	August 7, 21 and 28	October 9, 16, 30 and 31
Washington		Yes
West Virginia	Consult Board of Authority of places of residence for dates.	Yes
Wisconsin	June 9	October 6
Wyoming	August 16	October 5
	April 7	October 6
	August 29	October 24
	By mail: August 5	October 22
	In person: August 21	Yes

The foregoing information is subject to changes made in special or 1956 sessions of state legislatures.

# UNION, INDUSTRY SPOKESMEN MEET CAPITAL LEADERS



This is truly a Western trio. Left to right—Vice President Einar Mohn, a transplanted Californian now on duty at the General Office; Senator Warren Magnuson (Dem., Wash.), and Representative John R. Rhodes (Rep., Arizona).

MEMBERS of the International Brotherhood of Teamsters General Office and officials of the Independent Advisory Committee to the Trucking Industry met with a number of Congressmen, Senators and Interstate Commerce Commission members informally at a lunch-

eon last month in Washington. The informal luncheon was held in order for ACT personnel to meet with policy-making and transport regulatory officials. General President Dave Beck and B. M. Seymour, co-chairmen of ACT, were present.



Two Eastern Senators give the general president the lowdown. Left to right—Senator James H. Duff (Rep., Pa.), General President Dave Beck and Senator J. Glenn Beall (Rep., Md.).



Congressman Cleveland Bailey (Dem., W. Va.) is seen at the meeting with R. F. Mitchell of the Interstate Commerce Commission.



General President Dave Beck of the Teamsters; B. M. Seymour, a co-director with Mr. Beck of ACT (Advisory Committee to the Trucking Industry) and owner of Associated Transport; Everett Hutchinson, member of the Interstate Commerce Commission.



Strong friends of labor are seen here as Senator James E. Murray (Dem., Mont.) (left) chats with Congressmen Isidore Dollinger and Arthur G. Klein, two New York Democrats. Senator Murray is a member of Senate Labor Committee.

# NATIONAL TRADE DIVISION CONFERENCES

## PALMER HOUSE--CHICAGO, ILL.

### Monday, May 14, 1956

Registration .....	2 to 5 P. M.	Outer Foyer Red Lacquer Room
Policy Committee Meetings:		
Miscellaneous .....	10 A. M.	Room 5

Taxicab .....	9 A. M.	Room 5
Truckaway .....	9 A. M.	Room 4
General Caucus Meetings:		
Building Trades ...	9 A. M.	Room 14
Laundry .....	9 A. M.	Room 11
Miscellaneous .....	9 A. M.	Room 9

### Tuesday Morning, May 15, 1956

Registration (continued) .....	8:30 A. M.	Outer Foyer Red Lacquer Room
Open General Session of all Trade Divisions	9 to 10 A. M.	Red Lacquer Room
Policy Committee Meetings of Following Trade Divisions:		
Building Trades ...	10 A. M. to 12	Room 8
Laundry .....	10 A. M. to 12	Room 5
Brewery—Soft Drink	10 A. M. to 12	Room 4
Bakery .....	10 A. M. to 12	Room 6
Newspapers .....	10 A. M. to 12	Room 11
Federal, State, Municipal .....	10 A. M. to 12	Room 15

### Tuesday Afternoon

Warehouse .....	2 P. M.	Room 14
Automotive .....	2 P. M.	Room 8
Dairy .....	2 P. M.	Room 9

### Tuesday Evening

Over-the-Road ....	8 P. M.	Room 14
Produce .....	8 P. M.	Room 6

### Wednesday Morning, May 16, 1956

Policy Committee Meetings:		
Cannery .....	9 A. M.	Room 6

### Wednesday Afternoon

General Caucus Meetings:		
Automotive .....	2 P. M.	Room 18
Cannery .....	2 P. M.	Room 6
Bakery .....	2 P. M.	Room 9
Brewery .....	2 P. M.	Room 18
Over-the-Road ....	2 P. M.	Room 14

### Wednesday Evening

General Caucus Meetings:		
Warehouse .....	8 P. M.	Room 14
Truckaway .....	8 P. M.	Room 5
Dairy .....	8 P. M.	Room 18
Produce .....	8 P. M.	Room 7

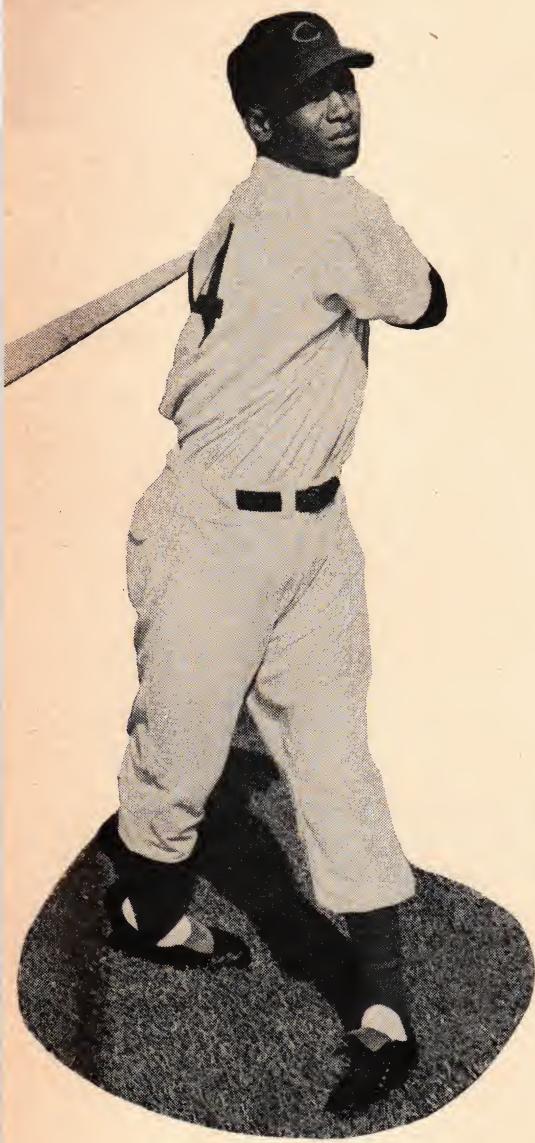
### Thursday Morning, May 17, 1956

Closing General Session:		
All Trade Divisions.	9 A. M.	Red Lacquer Room

### Thursday Afternoon, May 17, 1956

General Caucus Meetings:		
Taxicab .....	2 P. M.	Room 9
Federal, State, Municipal .....	2 P. M.	Room 4
Newspapers .....	2 P. M.	Room 6

***Vital problems concerning increased efforts to spread anti-union "right to work" laws and questions involving the AFL-CIO merger will receive close attention at these conferences—a 100 per cent attendance of qualified delegates is a must!***



## CAN TEAMSTER ERNIE BANKS MAKE CUBS FEROCIOUS?

majors. But what had old-timers and Cub fans goggle-eyed were those 44 homers, a record for a major league shortstop.

They put Banks third in the 1955 home run parade—seven behind Willie Mays and three behind big Ted Kluszewski.

It was natural that Ernie should drift toward the warehousing field when he landed in Chicago with the Cubs. His father has worked with a Dallas warehouse since 1940. In between seasons, Ernie now serves as an organizer for Warehouse and Mail Order Employees Local 743, Chicago. He also advises the local on its sports program, which, of course, places major emphasis on baseball.

Banks made the jump from the Negro American League to the Chicago Cubs a little over two seasons ago. That's quite a hurdle for a youngster, especially one who had shown no particular brilliance as a slugger and was only adequately impressive as a fielder.

But Cub Scouts had him tabbed as an aggressive shortstop, and they agreed that Ernie Banks could make good in the majors. It was a major scouting triumph for the Cub staff, because numerous other big league representatives had the chance to pick Ernie off, but failed to realize his great potential.

The Cubs bought Ernie from the Kansas City Monarchs of the Negro American League for \$15,000. It is said that the Cubs since have turned down an offer of a half million dollars for him. The Cubs say there's no price tag on him, and for

good reason. Banks' bat and fielding pumped new life into the Chicago team last year, and attendance began rising from a miserable slump at Wrigley Field.

This year, the Dallas boy, who couldn't quite make it as a cotton picker, will collect better than \$25,000 for his services. And this might be just the starter for the shortstop who rapped only one less homers than all National League shortstops combined last year and more than all American League shortstops put together.

They're saying he might develop into the greatest hitting shortstop since Honus Wagner.

Mix that with the fact that he led the league last year in fielding, and you have a magic formula for one of baseball's greatest success stories.

Teamster Ernie Banks looks like a man well on his way to a spot among the all-time greats of the diamond.

Don Peters, chairman of Teamsters' Montgomery Council, with Ernie Banks, a Teamster organizer between baseball seasons.



A quiet, slender young fellow, who spends the off-season as a Teamster organizer, is being counted on to convert the Chicago Cubs' perennial slump into a threatening snarl.

He is Ernie Banks, shortstop deluxe and home run slugger extraordinary—the rarest of combinations in major league baseball. A line drive hitter, who whips through the ball with strong wrists snapping a light bat, Ernie goes for consistency as well as distance. Last year, he had a respectable .295 average and drove in 117 runs to win a place among the leaders in that important department.

Not at all bad for a youngster in his sophomore "jinx" year in the

**BALANCE SHEET**  
**CENTRAL CONFERENCE OF TEAMSTERS**  
**February 29, 1956**

<b>ASSETS</b>		
<i>General Fund</i>		
Cash:		
On deposit .....	\$46,914.50	
On hand .....	50.00	\$ 46,964.50
Accounts receivable:		
Teamsters Joint Council No. 56 .....	20,000.00	
Teamsters Local No. 795 .....	15,000.00	35,000.00
Miscellaneous accounts and advances .....		4,772.67
Sundry deposits .....		564.70
Furniture and fixtures .....	4,451.68	
less—Allowance for depreciation .....	890.81	3,560.87
Prepaid insurance premiums .....		150.35
		91,013.09
<i>Iowa-Nebraska Organizing Fund</i>		
Cash on deposit .....		107,918.74
		\$198,931.83
<b>LIABILITIES</b>		
<i>General Fund</i>		
Accounts payable .....		\$ 7,980.57
Accrued salaries .....		678.00
Payroll taxes and taxes withheld from employees .....		1,029.36
		9,687.93
Special organizing accounts:		
Local No. 620 .....	\$ 32.21	
Local No. 534 .....	4,000.00	
Joint Council No. 65 .....	25,000.00	29,032.21
General Fund Surplus .....		52,292.95
		91,013.09
<i>Iowa-Nebraska Organizing Fund</i>		
Iowa-Nebraska Organizing Fund Surplus ....		107,918.74
		198,931.83
<b>STATEMENT OF INCOME AND EXPENSE— GENERAL FUND CENTRAL CONFERENCE OF TEAMSTERS</b>		
<b>March 1, 1955 to February 29, 1956</b>		
<i>Income</i>		
Contributions received:		
International Brotherhood of Teamsters ...	\$86,132.00	
State Conferences, Joint Councils and Locals .....	85,556.79	\$171,688.79
Miscellaneous .....		9.20
		\$171,697.99
<i>Expense</i>		
Salaries:		
Clerical and office personnel ..	\$5,662.42	
Research and statistics .....	11,276.00	
Organizing personnel .....	37,974.00	\$54,912.42
Payroll taxes .....		1,940.29
Organizing expense .....	50,828.49	
less—refunds received .....	1,050.00	49,778.49
Travel .....		66,010.06
Legal fees and expense .....		46,309.92
Printing and office supplies .....		3,377.86
Telephone and telegraph .....		10,149.74
Research and statistics .....		169.58
Public relations .....		300.00
Auditing fees .....		1,766.30
Labor Health Institute and Unity Welfare dues .....		2,039.44
Postage .....		801.56
Office rent .....		3,000.00
Insurance .....		522.64
Depreciation on furniture and fixtures .....		442.53
Conference expense .....		9,511.75
less—Banquet contributions received .....		3,272.00
		6,239.75
Staff expense .....		13,616.80
Contributions .....		300.00
Miscellaneous .....		830.38
Personal property tax .....		15.45
		262,553.01
Excess of expenses over income .....		90,855.02
General Fund Surplus Balance—March 1, 1955 .....		143,147.97
General Fund Surplus Balance—February 29, 1956 .....		\$52,292.95

**STATEMENT OF INCOME AND EXPENSE—  
SPECIAL ORGANIZING ACCOUNTS  
CENTRAL CONFERENCE OF TEAMSTERS**

**March 1, 1955 to February 29, 1956**

*Handled Through General Fund Bank Account*

*Local No. 620*

Contribution from International Brotherhood of Teamsters .....	\$5,000.00
less:	
Organizing expenses .....	4,967.79

Unexpended Balance—February 29, 1956

\$32.21

*Local No. 534*

Contribution from International Brotherhood of Teamsters .....	\$5,000.00
less:	
Organizing expense .....	1,000.00

Unexpended Balance—February 29, 1956

\$4,000.00

*Joint Council No. 65*

Contribution from International Brotherhood of Teamsters .....	\$25,000.00
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This amount is held for the account of Joint Council No. 65. No disbursement made to them in period ended February 29, 1956.

*Iowa-Nebraska Organizing Bank Account*

Balance in account—March 1, 1955 .....	\$20,251.30
Contributions from International Brotherhood of Teamsters .....	\$44,673.00
Contributions from Iowa and Nebraska Locals .....	42,994.44

87,667.44

Disbursements .....	107,918.74
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none

Balance in Account—February 29, 1956 .....	\$107,918.74
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This fund was established for organizing work in the Iowa and Nebraska area.

# WHAT'S NEW?

## Brake Bleeder Makes One-Man Operation

A brake bleeder manufacturer in Chicago now makes the process a simple, one-man operation, eliminating the need for hand-pumping and preventing the loss of pressure or fluid waste. The system holds 40 ounces of brake fluid when full, and even when empty a diaphragm keeps air out of the system.

Complete with push-on, push-off couplings and fittings, the unit weighs 3½ pounds when full.

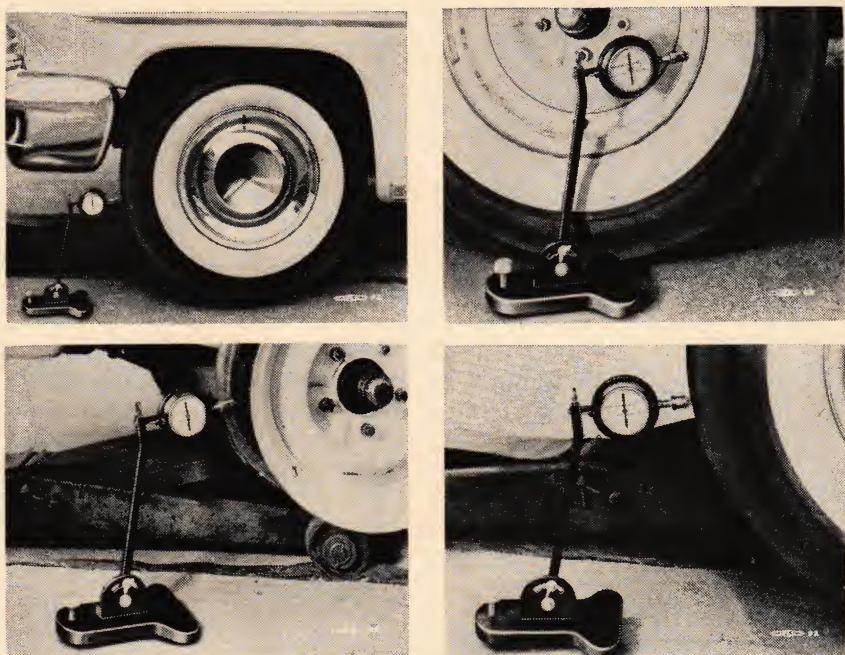
## Versatile Rubber Feathering Disk Pad

Difficult contoured surfaces as well as flat areas can now be easily serviced with a new rubber feathering disk pad said to utilize the full area of the disk. Maximum flexibility without loss of firm disk support are said to be achieved by means of a durable sponge rubber face which is bonded to a molded rubber backing. Another advantage lies in the fact that the pad is held on by a special adhesive which holds the disk firmly yet allows easy removal for changes. Thus there is no center nut to interfere with the feathering operation. Versatile in its possible applications, the disk can be used to remove decals, rust or loose paint, in addition to its feathering operations.

## Bumping Dolly Made Of Tough Bone Fibre

Bone fibre has been employed by a Philadelphia concern to fabricate a bumping dolly to be used on paint and chrome surfaces without fear of damage. The fibre dolly, which is said to have great lasting qualities, is used for correcting wrinkles, dents or other body imperfections on trunks, hoods, bumpers, or fenders.

## New Radial Run-Out Gauge Developed



A new gauge to measure radial run-out is now available for automotive use. The Gauge determines the amount of out-of-roundness (measured difference between a high and low point of a tire and wheel assembly which may cause thumping, bumping or vibration.

Most popular uses are on: *wheels*—eccentric wheels or rims, bent rims or eccentric wheel studs or bolt hole circle; *tires*—out-of-round tires, improperly seated tires or flat spots; *brakes*—eccentric brake drums.

The gauge also tests for wobbly wheels and lateral run-out.

## Limited Compressed Air Spray Gun

A Toledo firm is offering a spray gun that is usable where a limited amount of compressed air is available. Particularly suitable and convenient for spraying wax, upholstery dyes, tire dressing and the like, it can also serve well for spot and panel jobs. With the application of the attached knob, the spray gun can be easily converted from the suction feed type to the pressure feed type.

## Tubeless Tires With Coating Compound

A line of tubeless tires from Akron features an exclusive tread compound used as a coating which acts as a protective "armor" against cracking and checking. This compound stays between the ribs for the life of the tire. Available in a full range of sizes, these tires offer up to 40 pound savings in weight per wheel.

## New Line of Vinyl Adhesive Truck Signs

Genuine versatility is the outstanding characteristic of a new line of vinyl adhesive truck signs marketed from Ohio. Made of vinyl film, this self-adhesive material can be designed to reproduce all shapes of signs and identifying names. Easy to attach, weather-proof and resistant to oils, solvents and acids, the signs can be easily cleaned.

## Emergency Blinker Easily Attachable

Rubber suction cups beneath a new emergency blinker enables it to be attached to any flat surface. Operating off the regular vehicle electric system, either by plugging into the cigarette lighter or, as optional equipment, by means of clips attaching directly to the battery terminals, the blinker is designed for quick use on overturned or disabled vehicles or other road obstructions.

# TEAMSTER TOPICS

## Woll Appointed

Teamster General Counsel J. Albert Woll was recently appointed general counsel of the AFL-CIO by President Meany.

Thomas E. Harris, formerly associate general counsel of the CIO, has been named assistant counsel of the AFL-CIO. Arthur Goldberg, former general counsel of the CIO, was named counsel of the AFL-CIO Industrial Union Department.

## Bob Lester Dies

Robert C. (Bob) Lester, prominent labor leader and humble servant of the working men and women in the Washington, D. C., area, died April 10 at Suburban Hospital. Mr. Lester was 74.

During the years before World War I, Mr. Lester drove a team 12 hours a day, six days a week for less than \$2 a day. It was these early working conditions that Mr. Lester was to have a large responsibility in alleviating.

As the financial secretary of the Washington, D. C., Central Labor Union, treasurer of the Maryland State and District Federation of Labor, business agent for Bakery Salesmen's Local No. 33 and president of Teamsters Council No. 55, Mr. Lester served well the cause of



ROBERT C. LESTER

advancing the social and economic status of the working man.

During the 40 years Mr. Lester was associated with the labor movement in this area he was characterized by his warm, human personality and probity, which drew a deep and lasting respect from this community's labor and business leaders.

Mr. Lester was a member of Blessed Sacrament Roman Catholic Church for 30 years where he was an active member of the Holy Name Society.

He is survived by his wife, a brother and three sisters.

## Pittsburgh Beacon

The Pittsburgh, Pa., headquarters building of the Gulf Oil Corporation now features a giant weather signal for motorists and commercial drivers.

The company, which is under contract to Teamsters Local 273, Petroleum Drivers and Employees' Union, recently placed in operation the fluorescent and neon signal atop its 43-story home office structure.

The signal is visible up to 14 miles in many directions in the Pittsburgh area and throws a light which is at least 10 times in intensity the power of any similar installation in Pittsburgh.

Even in bright daylight the massed power of 150,000 watts generates enough light to be seen from any point in the urban area.

The \$75,000 installation features two colors, orange and blue, and limits the signals to two to simplify recognition.

When the signal shows steady orange it indicates fair and rising temperatures; flashing orange, fair and falling temperatures; steady blue, rain or snow (according to season) and rising temperatures; flashing blue, rain or snow (according to season) and falling temperatures.

The signals reflect the latest prediction of the United States Weather

Bureau for the vicinity, each issued to cover a six-hour period throughout the day and night.

Motorists traveling through or skirting the city can observe the signal and inform themselves whether it is safe to continue traveling. The public at large can tell at a glance of threatening weather.

Several similar installations are in operation, notably in Houston, Dallas and Boston. The company hopes other cities will adopt the weather signal system since weather is becoming increasingly important to driving safety.

To familiarize drivers with the signals, Gulf has used a broadscale advertising program, using newspapers, direct mail and car cards. Featured, also, are code cards for use on auto and truck visors which are available at service stations handling the company's products.

## Labor Boycotts Film

The Hollywood AFL Film Council, composed of unions and guilds representing more than 24,000 employees in the motion picture industry including many Teamsters, announces the opening of a nationwide consumer boycott campaign against the theatrical feature picture "Daniel Boone."

Although produced by American interests and telling the story of a famous American's activities in this country, the picture was made entirely in Mexico under non-union conditions and without American union technicians. Producer of the picture is Gannaway-Ver Halen Productions Inc., 6331 Hollywood Boulevard. Albert Gannaway is president and Charles Ver Halen, vice president.

Gannaway-Ver Halen has been notified by George Flaherty, international representative of the International Alliance of Theatrical Stage Employees (IATSE), that the film

"Daniel Boone" will be denied the IATSE union emblem. No release for the picture has yet been announced although it was reported that Republic was considering distributing it. Bruce Bennett and Lon Chaney, Jr., are featured in the picture.

Ralph Peckham, business agent of IATSE Set Painters Local 729, is chairman of the film council's Foreign Production Committee which will direct the campaign against the non-union Mexican-made "Daniel Boone."

To implement its campaign against the non-union picture, the Hollywood AFL Film Council is calling on all national, state and local bodies in the merged 16-million member AFL-CIO to warn their members against the film. The Council already has been pledged the active support of the Kentucky State Federation of Labor and many central labor unions in that state.

"The picture 'Daniel Boone' was made in Mexico in order to escape paying American standard of living wages which make possible attendance at our movie theatres," said Flaherty, who in addition to his IATSE position is also president of the film council.

"The council recognizes that some pictures must be made in other countries in order to insure authentic foreign locale but the picture 'Daniel Boone' is laid entirely in this country. It should have been made in this country and we are calling on all Americans to join us in boycotting this picture."

### Members Serve Again

For the fourth consecutive year, members of Brewery Drivers' Local 133, St. Louis, are lending a hand to the Society for Crippled Children by delivering and collecting coin containers to 2,000 taverns, bars and package stores throughout the city and county. Joseph Paust, business representative of the local, has announced.

The drivers have also raised more than \$6,000 in the past three years for the St. Louis Society in connection with the Easter Seal campaign.

The money is used to help the so-

### Local 757 Pensioners Feted



This was the scene as members of Local 757, Ice Cream Drivers and Employees of New York, were honored on their retirement at a recent dinner given for them by the local union. Seated (left to right): Meyer Kofsky, Louis Oestreich, Carlo Santantonio, Joseph Klien, Executive Board members; trustees: Sam Litvinoff, Arthur Fallon, John Burke; Recording Secretary Edward Murphy, Vice President Peter Clark, Secretary-Treasurer George Eade, President Joseph P. Heffernan, John Truex, Emil Huttner, Herman Beran, Joseph Torre, Henry Kotick and Salvatore Livigni. Center (top to bottom): Edwin Talbot, Richard Bush, Joseph Horvath, James Drawbridge and Henry Kolchin. Standing (rear): John Cositore, Thomas Moder, Fredrich Kerrinnis, Michael Venturing and William Sadlo.

ciety maintain services to children suffering from the many types of diseases and accidents which cripple.

### Safety Prize Won

More than 800 drivers helped the Hayes Freight Lines, Inc., Springfield, Ill., pile up a record of 1,734,624 miles of over-the-road travel without an accident in 1955.

The firm was awarded a trophy and a check for \$1,000 for the effort by the president of Transportation

Underwriters, Inc. of Indianapolis, insurance brokers.

The record, established by members of Local 532, is equal to 70 trips around the world at the equator. Records show that only four companies were able to reach the 1-million mark in consecutive accident-free miles, the company disclosed.

David H. Ratner, Hayes' president, announced that the \$1,000 check would be channeled into the firm's safety program in the form of prizes for individual safety records.

Among the many trophies Hayes has gathered for safety records are the Central Motor Freight Association first place trophy for Illinois in the large fleet division for the years 1953, 1954 and 1955.

### Blood Buys Tickets

Teamster members in the Seattle area literally "bled" for their baseball tickets for the April 25 game of the local Rainiers.

All members who gave blood to the Teamsters' account in the King County Central Blood Bank were given free tickets to the ball game. Since Blood Donor night coincided with Ladies' Night at the ball park, both the Teamster and his wife got in for a single pint of blood.



# LAUGH LOAD

## Takes the Cake

The church was jammed for the wedding and after the ceremony there was a rush to kiss the bride. Finally she looked at one man and said:

"I don't know you. Why are you kissing me?"

"I dunno, lady," he answered. "When I joined the line outside I thought it was for hamburger."



## Previous Experience

The husky young high school graduate applied to the freight terminal manager for a job. He was asked to fill out a four-page application form.

Finally, after much searching, he found an item on the form he could answer. To the query, "What machines can you operate?" he wrote confidentially: "Slot and Pin Ball."



## How Rumors Start

Arriving at a strange hotel, a fussy woman thought she'd better know where the fire escape was. So she started exploring. On her tour she opened a door and found herself in a bathroom occupied by an elderly gentleman.

"Oh, I'm sorry," she twitted. "I was looking for the fire escape."

Continuing her search, she presently heard the pad of bare feet behind her and a shout made her turn. It was the elderly man, clad in a bath towel.

"Wait a minute," he gasped, "where's the fire?"



## Couch for Two

A woman went to a doctor to complain about her husband's delusion. "It's terrible, doctor," she said. "All the time he thinks he's a refrigerator."

"Well," consoled the medical man, "that isn't too bad. Quite a harmless delusion, I'd say."

"The delusion I don't mind, doctor. But when he sleeps with his mouth open, the little light keeps me awake!"



## No-Wife Trouble

Kindhearted old lady: "Poor man, and are you married?"

Beggar: "Bless my heart, lady, do you think I'd be relying on total strangers for support if I had a wife?"



## The Magnet

"I saw you with a blonde last night. Where did you meet her?"

"I don't know. I just opened my wallet and there she was."

## Real Incentive

A small boy, after his first train ride, was telling his pal about his new ambition—to be a railway conductor.

"But," asked the friend, "wouldn't you rather be an engineer and run the train?"

"No siree," he replied. "The conductor gets all the comic books that kids leave on the trains."



## Line of Fire

Fleet Operator's Son: "Dad, mom just backed the car out of the garage and ran over my bicycle."

Fleet Operator: "Serves you right for leaving it on the front lawn."



## A Real Feat

The wife was greatly pleased with her success at the women's meeting. On her return home she said to her husband:

"Yes, I was absolutely outspoken at the meeting this afternoon."

Her husband looked incredulous.

"I can hardly believe it, my dear, who outspoke you?"



## Past Experience

Professor: This exam will be conducted on the honor system. Please take seats three spaces apart in alternate rows.



## Compensation

The bigger a man's head gets, the easier it is to fill his shoes.



## Close Harmony

A quartet is four people who think the other three can't sing.



## Knows the Pose

Posing the farmer with his college-age son for a picture, the photographer suggested that the boy stand with his hand on his father's shoulder.

"If you want it to look natural," said the long-suffering parent, "he could put his hand in my pocket."



## Story of My Life

The truck driver candidate for a job with Fleet-Fleet Express had successfully passed his paper and pencil and road tests. He was next referred to the fleet examining doctor for the ICC physical examination.

"I don't like your heart action, said the doctor. "Apparently you've had some previous trouble with angina pectoris."

Heaving a sigh of relief, the young hopeful said, "Yes, Doctor, I have but you haven't got her name right."



## Rude and Crude

Cannibal chief to son: "How often have I told you not to talk with someone in your mouth?"



## Short Story

An English cub reporter, frequently reprimanded for relating too many details and warned to be brief, turned in the following: "A shooting affair occurred last night. Sir Dwight Hopeless, a guest at Lady Panmore's ball, complained of feeling ill, took a highball, his hat, his coat, his departure, no notice to his friends, a taxi, a pistol from his pocket, and finally his life. Nice chap. Regrets and all that sort of thing."



## Short Course

Pvt.: "What's the best way to teach a girl to swim?"

Pfc.: First you put your left arm around her waist, then you gently take her left hand and—"

Pvt.: "She's my sister."

Pfc.: "Oh—push her off the dock."



## Bone Dry Humor

The butcher was weighing a roast when his customer observed: "Say, you're giving me a lot of bone there, aren't you?"

"Oh, no," answered the butcher. "You're paying 99 cents a pound for it."



## Make It Short

Florist: "You want to say it with flowers, sir? Certainly. How about three dozen roses?"

Customer: "Make it half a dozen. I'm a man of few words."



## No Sale

"No," replied the mother, "I don't think I shall buy a whistle for my little boy, because the other day he nearly swallowed one."

"Well," said the insistent salesman, "we have some nice bass fiddles I could show you."



## Change Over

Jean: "So Sandy changes his nationality when he takes you out for a malted?"

Louise: "Yes, he goes Dutch."



## So Sorry

Pastor: "Ah, good morning, Mrs. Brown. I see you are taking a tramp into the country."

Mrs. Brown: "A tramp indeed! I'd have you know this is my husband."



# FIFTY YEARS AGO in our Magazine

(From Teamsters' Magazine, May, 1906)

## PRISON COMPETITION

Fifty years ago trade unionists were deeply concerned with the competition industry and workers faced from the growing practice of hiring out state and federal prisoners to cheap-wage companies.

In those days it was customary for the prison warden to "rent" employes to small industries clustered around a prison town. These men were paid just enough to take care of their room and board at the penitentiary.

The result was fat profit for the companies which hired these criminals and fierce, unfair competition for the employer who hired union members.

The editor of the 1906 TEAMSTER scored the practice and quoted a story which appeared shortly before in the "Shoe Workers' Journal."

"All Federal prisoners who are employed for profit are so employed in direct violation of the statutes. Their hiring or contracting out therefore means graft for some one. They are worked hard, and are treated with almost incredible brutality.

"But the state prisoners who are let out to profit-mongers are treated worse yet. Some measure of protection is thrown about its prisoners by the national government, but in many of the State prisons conditions prevail which are not unlike those of a Siberian prison," the editor said.

He pointed out that the system prevailed in 33 of our 48 states. The trades most affected by prison labor were shoe workers, iron molders, garment workers

and broom makers. He went on to quote the following from the "Shoe Workers' Journal":

"Of the 28 institutions I visited, 12 employed a total of 4,523 convicts in the manufacture of boots and shoes. These workers are paid an average of 48 cents a day, and they are turning out 25,340 pairs of shoes every day, six days a week, 52 weeks a year, which are dumped into the shoe market under various labels and names that are devised to conceal from the public their true character.

"One of the most impressive examples of the extent to which prison labor may be employed by a single firm is that of the Davis Shoe Company, which has its headquarters in Boston and makes its shoes under a prison contract with the Virginia Penitentiary at Richmond. This firm manufactures a medium grade of women's, misses' and children's shoes that are sold in the market under such names as Winston, the Violet, Nonesuch, and a number of others.

"The company employs 961 male convicts at 42 cents per day and 56 female convicts at 30 cents a day. Their average is 5,000 pairs of shoes per day, or five pairs of shoes per day per convict."

This would mean that the male convicts were paid about 11 cents for each pair of shoes they made while the women were earning about six cents per pair.

## TELESCOPE VS. MICROSCOPE

In another short article, some biting quotes by the Reverend Charles Stelzle, compared some critics of labor to narrowminded scientists who could not see the forest for the trees.

"The microscope has its uses. But you cannot see the stars through a microscope. You cannot get a broad view of nature—the rivers, the mountains, the green earth. You cannot see even a single tree through a microscope," Reverend Stelzle wrote.

"There are men who always look at life through this little instrument. They seem to take a peculiar delight in searching for the small things in life—the petty, the mean things—in others' lives. They never take into the sweep of their horizon, the really great and good things. If they were to be shown a beautiful painting, they would search for flyspecks upon the frame. And because their outlook is narrow they become pessimistic and bitter and censorious.

"Unfortunately the labor movement is sometimes retarded by these unhappy individuals. Occasionally they are found within the ranks of the workers. They are the ones who are dead weights to the really earnest men who are bravely making a fight for better things. But they are also found outside the labor movement. To them, the labor movement consists of unreasonable strikes and unscrupulous agitators.

"They do not see the millions of children in the mills and the factories who should be at home and in the schools, and for whom organized labor is making a strong fight, while the great mass of even intelligent people are strangely indifferent to their struggles.

"They seem to be ignorant of the terrible sweat shops in which thousands of the toilers are wearing out their lives in the hopelessness of abject poverty, and for whom the labor union, almost single-handed, is battling, in what is bound to be a winning fight.

"Who is doing more for the woman who toils? What institution stands more courageously for a squarer deal for our sisters and mothers? Not in a weak, sickly, sentimental way, but with a vigor and a red bloodedness that is sometimes startling in its persistency and in its effectiveness.

"Look through your telescope for a little while—and forget the fly specks. Nobody likes them. We can't get rid of them altogether, but there is something else on the horizon," the minister insisted.



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# HAVE THEM



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